

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAN," 2,365 tons, Captain S. Bell Smith.
 "PO-YAN," 2,338 " " " H. I. Black.
 "FATSHAN," 2,260 " " " C. V. Lloyd.
 "KINSHAN," 1,995 " " " B. Branch.
 "HEUNGSHAN," 1,998 " " " R. D. Thomas.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 10 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).

The S.S. "POWAN" will leave Hongkong every Monday, Wednesday and Friday, at 9 P.M. from Queen Street Wharf West, returning from Canton every Tuesday, Thursday and Saturday, at 5:30 P.M.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "SUI-AN," 1,651 tons, Captain W. A. Valentine.
 "SUI-TAI," 1,651 " " " G. F. Morrison.

Departures from Hongkong to Macao on week days at 8 A.M. from DOUGLAS WHARF and at 2 P.M. from the COMPANY'S WHARF.

On Sundays Special Cheap Excursions leaving Hongkong at 9 A.M. from DOUGLAS WHARF and from Macao at 5 P.M.

The Company also runs a steamer from Macao on Sunday morning at 7:30 A.M. and from Hongkong at 1 P.M. from the Company's wharf.

Departures from Macao to Hongkong on week days at 7:30 A.M. and 2 P.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,119 tons, Captain W. Reynell.
 "SUI-TAI," 1,651 " " " G. F. Morrison.

Departures from Macao to Canton on Monday, Wednesday, and Friday, at 9 A.M. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD. AND THE INDO-CHINA STEAM NAVIGATION COMPANY LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, Captain J. Willox.
 "NANNING," 569 " " " Mackinson.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8:30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

Hotel Mansions, (First Floor), opposite the Hongkong Hotel,

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 12th September, 1907.

EXCURSION TO MACAO.

THE FAST AND SPLENDID STEAMER OF
 THE COMPAGNIE FRANCAISE DES INDES ET DE L'EXTREME-ORIENT
 S.S. "PAUL BEAU"

will leave Hongkong, on SUNDAY, 29th inst. (weather permitting) at 9 A.M., and return from Macao at 5:30 P.M. the same day.

First Class single passage.....\$2.00
 " return "4.00
 Second " single "1.00
 " return "1.50

MEALS AND REFRESHMENTS SUPPLIED ON BOARD.

The steamer will be berthed at the Company's Wharf both here and at Macao. Passages can be booked at the office of the undersigned until 5 p.m., on Saturday, the 28th, or on board on day of sailing.

For further particulars, please apply to

BARRETTO & CO.,
Agents.

Hongkong, 23rd September, 1907.

REGULAR HONGKONG-CANTON LINE OF STEAMERS

COMPAGNIE FRANCAISE DES INDES ET DE L'EXTREME ORIENT.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.
 S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line. Departure from Hongkong at 9:30 P.M. (Saturdays excepted). Departure from Canton at 5:15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine. The Company's Wharf is at the end of Wing Lok Street (Tram Station). Canton Agents—Messrs. E. Pasquet & Co. For further particulars, please apply to—

BARRETTO & CO.,
Agents.

Hongkong, 5th April, 1907.

WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG-WUCHOW LINE.

THE Steamers "LINTAN" and "SAN-UI"
 SAIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 6 DAYS.
 These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity.

A TRIP ON THE WEST RIVER IS PARTICULARLY REFRESHING AND EXHILARATING DURING THE HOT WEATHER.

For further information apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 9th August, 1907.

Hotel.

KOWLOON HOTEL,
HONGKONG.

NEEDS NO ADVERTISING.

World-Wide Reputation.
 The only First-class Hotel in Kowloon.
 Most Charming and Popular Resort in the Colony.
 Electric Lights, Fans and Call Bells.
 Bath Rooms attached to Each Room.

Unrivalled for Comfort and Cuisine.
 Thoroughly Up to Date with Every Modern Luxury.
 Billiards and Bowling Alleys.
 Moderate Terms and No Extras.
 Modern Management.

Telegraphic Address:
 "CHEF" HONGKONG.
 Telephone No. K4.

O. E. OWEN,
Proprietor.
[708]

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 85 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside 375 ft. Width of entrance, top 60.5 ft. bottom 45.5 ft. Water on blocks, 28.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Seentz, A. 1, and Watkins.

Yokohama, May 23rd, 1905.

Mails.

NORDDEUTSCHER LLOYD,
BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR STEAMERS TO SAIL.

NAPLES, GENOA, ALGIERS, "PRINZ HEINRICH" WEDNESDAY,
 GIBRALTAR, SOUTHAMPTON, Capt. P. Grosch Noon, 25th Sept., 1907.
 ANTWERP and HAMBURG

MANILA, NEWGUINEA, BRIS- "MANILA" THURSDAY,
 BANE, SYDNEY and MEL. Capt. Mussen Noon, 10th Oct., 1907.
 BOURNE

YOKOHAMA and KOBE "PRINZ WALDEMAR" About THURSDAY,
 Capt. W. v. Seiden the 18th Oct., 1907.

KUDAT and SANDAKAN "BORNEO" Beginning of October,
 Capt. Sembill 1907.

For further Particulars, apply to—

NORDDEUTSCHER LLOYD.
MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 24th September, 1907.

JAVA-CHINA-JAPAN LIJN
REGULAR THREE-WEEKLY SERVICE
BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJILATJAP...	JAPAN	Second half Sept.	JAVA PORTS	Second half Sept.
TJILIWONG...	JAPAN	Second half Sept.	JAVA PORTS	First half Oct.
TJIBODAS...	JAVA	Second half Oct.	JAPAN	Second half Oct.
TJIMARI...	JAPAN	Second half Oct.	JAVA PORTS	Second half Oct.
TJIKINI...	JAPAN	Second half Oct.	JAVA PORTS	Second half Oct.
TJIPANAS...	JAPAN	Second half Nov.	JAVA PORTS	Second half Nov.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

YORK BUILDINGS, 1st floor,

Hongkong, 19th September, 1907.

Dentistry.

TSIN TING.
 LATEST METHODS OF DENTISTRY.
 STUDIO AT NO. 14, D'ARQUILL STREET.
 REASONABLE FEES.
 Consultation Free.
 Hongkong, 20th June, 1904.

Dr. M. H. CHAUN.
 THE LATEST METHOD
 of the
 AMERICAN SYSTEM OF DENTISTRY
 33, QUEEN'S ROAD, CENTRAL.
 From the University of Pennsylvania, U.S.A.
 Hongkong, 16th April, 1907.

ONE LANGUAGE FOR CHINA.

The adoption of the Kuanhua or Mandarin as the national language of China has been discussed by educators and others in this country to a considerable extent during the last ten years. It is coming to be understood more and more, as the nation is gradually awakening from its lethargy and inertia, that the question of the possession of a common language is a matter of supreme importance in connexion with the unification of a great mass of people, such as is found in China. The subject is, in some respects, as worthy of consideration as the currency question on which so much lately has been said and written. It is satisfactory to notice that Chinese writers are now discussing it, not infrequently in an able and forcible manner, in newspapers and magazines which have a respectable circulation in the great centres of the Empire. It is evident that they are beginning to realize its importance from a national point of view. In due time we may not unreasonably expect to see some tangible result of so much thought and attention as is now being given to the subject by the Chinese themselves. There can be no question that the rapidly changing conditions, now being witnessed in China, will sooner or later make it imperative that one common language shall be the medium of intercommunication between all classes of the people, a language that will be practically identical both in its written and spoken forms and will serve as a common repository of thought and medium of communication throughout the Empire. This language must be the language of the people, the language of the forum, the language of the rostrum and pulpit, the language of the school-room and the language of the Press. The difficulties in the way of the accomplishment of this laudable object are neither few nor easy to overcome. But there is no reason to assume that they are insuperable, and here need be no reason to take other than an optimistic view of the situation.

Chinese writers have explained what, from their point of view, are some of the advantages that would be likely to accrue to the nation as the result of the adoption of the Kuanhua as the common language of the people in all parts of the Empire. It is contended that it will make them more sympathetic towards each other, and tend to lessen, or even altogether obliterate, that strong feeling of suspicion and dislike, to employ no stronger terms, which is so frequently displayed by the people of one province towards those of another. This will also mean that internal commerce will be greatly developed and carried on under much more favourable conditions than at present. It will indirectly bring about the removal of many vexatious impediments which at present exercise a deterrent effect on the trade and commerce of the country. The complaint that Chinese students educated abroad frequently write in foreign languages rather than their own no longer will be heard when the easily acquired and widely understood Kuanhua displaces the difficult and, comparatively speaking, little understood Wail as the written language of China. An enormous increase, also, would soon be observable in the number of those able to read, which would inevitably tend to bring about a much higher order of intelligence among the people than at present exists. If, as one writer lucidly put it, China wishes to keep abreast of the times and swim in the tide of progress, she must not for one moment neglect the education of her people; and nothing would lend itself so well to this purpose as the adoption of Kuanhua as the sole medium of instruction in her schools all over the Empire. Looking forward, also, to the time when China will have a Constitutional Government, it will be readily understood how essential it will be that the language employed in the deliberative assemblies should be identical with the one employed by the people in the common everyday intercourse of business and social life. One other point of considerable importance is that the possession of a common language should tend to centralize governmental power, and bring the widely separated provinces and dependencies of the Empire into closer relationship and union with Government.

It is contended by some, that while there is no question as to the desirability of securing a common language for the whole of China, there are, at the same time, grave doubts as to whether the Kuanhua will meet the requirements of the case. If this be so it is difficult to conjecture what could be advanced as a substitute Kuanhua is at present the prevailing speech of all but three provinces and probably is understood by at least five-sixths of the whole population of the Empire. That it has serious defects as a language for everyday use will be readily admitted. It is, for example, not well adapted to receive help from other languages. The great modern languages of the Western world have been greatly enriched and beautified, and rendered infinitely more useful, by their capacity to borrow from other languages, both ancient and modern. The peculiar nature of the Chinese language precludes the doing of this, at least to any appreciable extent. It may be, however, that, in course of time, some genius will arise who will be able to suggest such improvements of the language as will furnish some adequate remedy for this and other defects which might be indicated. Unquestionably as the people go forward in the path of progress their language will have to be pruned and modified to suit the altered state of things. But this is only what has happened to the English, German and other languages, which, by long processes of evolution, have developed into such efficient instruments of everyday speech. There are no very cogent reasons why the Kuanhua should not also undergo such modifications as will make it fit for the purpose suggested—to become the common vehicle of speech in all parts of the vast Chinese Empire.—N. Q. D. News.

Public Company.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

THE ORDINARY GENERAL MEETING OF SHAREHOLDERS in the above Company will be held at the Company's Office, on SATURDAY, the 28th September, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to the 30th June, 1907.

The TRANSFER BOOKS of the Company will be CLOSED from the 14th to the 25th September, both days inclusive.

DOUGLAS LARPAIK & Co.,
General Managers.

Hongkong, 7th September, 1907. [815]

Auctions.

NOTICE.

THE Sale by Public Auction of THE REMAINING PORTION OF SUB-SECTION A OF SECTION 1 OF THE RECLAMATION TO MARINE LOT NO. 10A (comprising Nos. 27, 28 and 31, Des Vaux Road Central), which was to take place on WEDNESDAY, the 25th inst., at Messrs. HUGHES & HOUGH'S Auction Rooms, has been POSTPONED until further notice.

EWENS & HARTON,
Solicitors for the Vendors.

Hongkong, 21st September, 1907. [851]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

ON

THURSDAY,

the 26th September, 1907, at 11 A.M., at their Sales Rooms, No. 8, Des Vaux Road, corner of Ice House Street,

15 Cases SWEETS, 4 Cases COCOA,

AND

A quantity of WINES and SPIRITS.

TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 21st September, 1907. [854]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

ON

FRIDAY,

the 27th September, 1907, at 11 A.M., at their Sales Rooms, No. 8, Des Vaux Road, corner of Ice House Street,

Six Cases BLUE-LINED NOTE PAPER.

TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 20th September, 1907. [850]

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 30th day of September, 1907, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of Two Lots of CROWN LAND, at Pokfulam, in the Colony of Hongkong, for a term of 75 years.

PARTICULARS OF THE LOTS.

No. of Lot.	Regulatory No.	Location.	Boundary Measurements.	Contents in Acres.	Annual Rent.	Upset Price.
1.	Farm Lot No. 70.	Near Pokfulam Station.	As per plan.	4.90	100	100
2.	" 71.	" " "	" " "	8.03	200	200

Hongkong, 21st September, 1907. [852]

Intimations.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

WM. PARLANE,
Manager.

Hongkong, 22nd June, 1905. [65]

SWATOW DRAWN WORK COMPANY.

38, WELLINGTON STREET.

Dealers in all kind of
 HAND-MADE DRAWN CHINESE
 LINEN, GRASS CLOTH, &c.,
 all of the best quality;

ALSO

SWATOW BEST PEWTERWARE.

CANTON EMBROIDERY and CHINESE

LACES,

all from the best French patterns.

HONGKONG AND SWATOW.

Hongkong, 13th September, 1907. [828]

LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND

TOILET REQUISITES

FOR SALE.

12, D'ARQUILL STREET,
HONGKONG.

Hongkong, 3rd September, 1907. [800]

Intimation.

WM. POWELL, LTD., ALEXANDRA BUILDINGS.

Children's Outfitting Dept.

DAINTY STYLES IN CHILDREN'S MILLINERY.

BOYS' COATS AND TUNICS.

INFANTS' CLOAKS AND PELISSES.

WM. POWELL, LTD., HONGKONG.

Hongkong, 21st September, 1907.

To Let.

TO LET.
ONE FOUR-ROOMED HOUSE at PRAYA EAST, near East Point.
Apply to—
JARDINE, MATHESON & Co., Ltd.
Hongkong, 22nd June, 1907. [87]

TO LET.
A HOUSE in KNUITSFORD TERRACE, KOWLOON.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st September, 1907. [166]

TO LET.
LARGE and SPACIOUS GODOWNS Nos. 9, 9a, 9b, 9c, and 10, PRAYA EAST, formerly in the occupation of the Admiralty.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st September, 1907. [439]

TO LET.
HATHERLEIGH, Conduit Road.
No. 1, RIPON TERRACE, Bonham Road.
OFFICES in KING'S BUILDING and YORK BUILDING.
GODOWNS on PRAYA EAST.
A HOUSE in CLIFTON GARDENS, Conduit Road.
FLATS in MORETON TERRACE.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st September, 1907. [629]

TO LET.
2ND FLOOR No. 12, QUEEN'S ROAD CENTRAL.
No. 38, CAINE ROAD.
AUCTION ROOMS, No. 2, ZETLAND STREET.
GREENGROFT, GARDEN ROAD, Kowloon, Redecorated, Electric Light, Tennis Court.
Nos. 1 & 2, FAIRVIEW, ROBINSON ROAD, Kowloon.
Apply to—
LEIGH & ORANGE,
1, Des Voeux Road.
Hongkong, 13th August, 1907. [742]

TO LET.
HOUSE No. 2, ROSE TERRACE, Kowloon.
HOUSE No. 5, ROSE TERRACE, Kowloon, from 1st August next.
Apply to—
COMPRADORE,
Barretto & Co.
Hongkong, 24th July, 1907. [565]

TO BE LET.
AS from the 1st August next, No. 5 MORRISON HILL.
Apply to—
Messrs. JARDINE, MATHESON & Co., LTD.
Hongkong, 29th June, 1907. [622]

For Sale.

PABST BREWING COMPANY, MILWAUKEE.
FRESH SUPPLIES
ALWAYS KEPT IN STOCK
BY
SIEMSEN & Co.,
Agents for
HONGKONG & SOUTH CHINA.
Hongkong, 29th July, 1907. [54]

GREEN ISLAND CEMENT COMPANY, LIMITED.
PORTLAND CEMENT.
In Casks of 375 lbs. net \$4.50 per Cask ex Factory.
In Bags of 250 lbs. net \$2.70 per 100 ex Factory.
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 2nd October, 1906. [148]

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS,
GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG,
SOAP AND SODA MANUFACTURERS

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE COMPOSITION REI HAN BRAND, HARTMANN'S GREY PAINT, DAHLER'S PATENT MOTOR LAUNCHES,
&c., &c., &c.
Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.
EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK
AT
REASONABLE PRICES.
Hongkong, 7th March, 1907. [121]

Hotel.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA-ROOMS.
PRIVATE BAR and BILLIARD-ROOMS.
HOT and COLD WATER throughout.
ELECTRICALLY LIGHTED. ELECTRIC FANS (if required).
ELECTRIC PASSENGER ELEVATOR to each floor.
TABLE D'HOTE at separate tables.
For Terms, &c., apply to the—
MANAGER.
Hongkong, 4th December, 1906. [129]

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"OCEANA,"
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—
From London, &c., ex S.S. *Britannia*.
From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 25th inst. at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 2, 18th September, 1907. [72]

"SHIRE" LINE OF STEAMERS, LTD
NOTICE TO CONSIGNEES.
FROM MIDDLESBRO, ANTWERP, LONDON AND STRAITS.

THE Steamship
"BRECONSHIRE,"

Captain Tomlinson, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst. will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, 25th inst., at 3 P.M.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
SHEWAN, TOMES & Co.,
General Agents.
Hongkong, 19th September, 1907. [843]

NOTICE TO CONSIGNEES.
"GLEN" LINE OF STEAMERS.

FROM MIDDLESBRO, ANTWERP, LONDON AND STRAITS.

THE Steamship
"GLENSTRAE"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 26th instant will be subject to rent.

No Fire Insurance will be effected.
All damaged packages must be left in the Godowns, where they will be examined on the 26th inst., at 11 A.M.

No claims will be recognized if not presented within 14 days of the ship's arrival.
MCGREGOR BROS. & GOW.
Hongkong, 20th September, 1907. [847]

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship
"MANILA,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th of September, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 29th of September, at 9 30 A.M.

All Claims must reach us before the 3rd of October, or they will not be recognized.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by the Undersigned.
NORDDEUTSCHER LLOYD.
MELCHERS & Co.,
Agents.
Hongkong, 23rd September, 1907. [54]

SHANGHAI "SHARE" CASE.

BENJAMIN & POTTS v. GORDUS & NEILSEN.

At Shanghai, on the 17th inst., in the Danish Consular Court, before Mr. T. Raaschou, Consul, Acting Judicially, this case again came on for hearing.

Mr. L. E. P. Jones appeared for the plaintiffs, Mr. N. C. Home represented the defendant.

Mr. Jones filed the original promissory note, and the following in reply to defendant's—
PLAINTIFFS' REPLY.

1.—The plaintiffs deny that the defendant at any time instructed (as alleged) G. H. Potts not to hold the shares if they fell more than six or at most seven points, but to sell them forthwith if they should fall and that the said G. H. Potts promised to do so. The plaintiffs are not aware of the exact date of the defendant's departure for Europe from Shanghai in 1902, but it appears to have been at a later period than May 9, 1902. Between March 18, 1902, and May 9, 1902, the shares had already dropped more than seven points, to wit twenty points, yet on May 9, 1902, the defendant wrote to the said G. H. Potts a letter, a copy of which, letter from Mr. Potts is attached hereto. The plaintiffs further say that the defendant left Shanghai in 1902 without giving the plaintiffs any definite instructions to sell the said shares and on the contrary left them in the hands of the plaintiffs to be "turned over" or sold at their discretion.

2.—(In the defendant's return to Shanghai towards the latter part of 1902 the defendant ratified and confirmed what the plaintiffs had done on his behalf in pursuance of his said instructions, including the selling of the shares and executed the promissory note and acknowledgment of indebtedness of December 2, 1902.

3.—The plaintiffs deny that "the whole transaction was a fictitious gaming transaction" and that "the plaintiffs did not buy and sell or hold any shares on the defendant's account" and attach hereto copies of the entries in their books showing the whole transaction and copies of the contract notes signed in connexion therewith.

4.—The plaintiffs bring into Court for inspection the original promissory note and acknowledgment of indebtedness of December 2, 1902.

Dated this 14th day of September, 1907.

LOFTUS E. P. JONES,
Counsel for the Plaintiffs.

Mr. Jones also filed a number of letters forming the correspondence relating to the different lots of shares which plaintiffs alleged they purchased for defendant. Then followed copies of items in the account books of plaintiffs. Mr. Jones said that the defendant had already inspected the originals referred to in this document.

Mr. Home said it was not necessary to reply to the documents filed, but the parties should proceed to call evidence.

Mr. Jones said the defendant should first call evidence.

Mr. Home said certain facts had been alleged by the parties, and these facts had not been proved to the Court. It was for the plaintiffs to show that as a matter of fact they had expended the sum, which they alleged, on defendant's account, and until they had done that plaintiffs had not made out their case. Counsel submitted that plaintiffs should substantiate the facts in their pleadings by proof.

Mr. Jones contended that it was defendant's duty to call evidence first.

His Honour said that plaintiffs had filed their statement and defendant should now call evidence if he wished to do so. Unless fresh points were raised by defendant's evidence the plaintiffs' case was closed.

An argument as to the method of procedure to be adopted then took place.

Mr. Home asked his Honour to fix a day for the next hearing, and then counsel would decide what course he would follow.

His Honour said that the questions must be drawn up by counsel, but they would be put to the witnesses by the Court; but that did not prevent counsel from asking other questions.

The case was adjourned until Tuesday next at 2 o'clock.

SINGAPORE TRADE.

The quarterly returns of imports and exports for the Straits Settlements for the three months ended June 30th have now been issued, and the following is the summary, with comparisons of the corresponding quarter of last year.

IMPORTS.
2nd Qr. 1906. 2nd Qr. 1907.

Singapore..... \$58,958,130 \$51,902,304
Penang..... \$2,444,080 \$2,221,925
Malacca..... \$2,444,080 \$2,221,925

Totals..... \$63,846,290 \$56,346,154

Increase in dollars \$7,500,136
Increase in sterling £464,278

Singapore increase 5 per cent; Penang increase 3 per cent; Malacca increase 10 per cent. Increase for the Colony 4 per cent.

Rice shows an increase of 1½ millions, opium a decrease of \$2,000,000, sugar a decrease of \$4,000,000, tin and oil ore combined are stationary, copra an increase of \$1,200,000, para rubber has increased from \$445,147 to \$731,766, cotton goods a decrease of a million, coal a falling off of \$800,000.

Coin and bullion imported in the two quarters is practically the same \$1,200,000.

EXPORTS.
Singapore..... \$52,525,068 \$55,063,466
Penang..... \$6,127,925 \$6,424,071
Malacca..... \$2,301,936 \$2,215,939

Totals..... \$60,954,929 \$63,703,476

Singapore increase 4.8 per cent; Penang increase 5.3 per cent; Malacca increase 3 per cent. Increase for the Colony 3.8 per cent.

—Singapore Free Press.

Intimations.

WHAT IT WILL DO.

A woman buys a sewing machine for what it will do; not as an article of furniture. A man carries a watch to tell him 'the time' not as an investment of surplus capital. The same principle when one is ill. We want the medicine or the treatment which will relieve and cure. The friend in need must be a friend indeed—something, or somebody, with a reputation, with a good record, with a history that justifies our confidence. There should be no guesswork in treating disease. People have the right to know what a medicine is, and what it will do, before they take it. It must have behind it an open record of benefit to others for the same diseases—a series of cures that proves its merit and inspires confidence. It is because it has such a record that

WATKINS' PREPARATION is bought and used without hesitation or doubt. Its Good Name is the solid basis for the faith the people have in it; and a good name has to be earned by good deeds. For the purposes for which it is commended it is honest, true and practical. It does what you have a right to expect it to do. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. In Scrofula, Anemia, Nervous and General Debility, Influenza, Blood Impurities and Wasting Complaints, it is to be thoroughly relied upon. Dr. J. L. Carrick says: "I have had remarkable success with it in the treatment of Consumption, Chronic Bronchitis, Catarrh and Scrofulous Affections. It is of special value in nervous prostration and depraved nutrition; it stimulates the appetite, and the digestion, promotes assimilation, and enters directly into the circulation with the food. I consider it a marvelous success in medicine." Every dose effective. "You cannot be disappointed in it." Sold by chemists.

A MANCHESTER FIRM, of Cotton Piece Goods, Manufacturers with Branch in Shanghai, require a Well Established Firm to ACT as their AGENTS in Hongkong and vicinity. Please reply stating terms and particulars to—
BOX No. 1,
C/o Office of this Paper.
Hongkong, 23rd September, 1907. [447]

NOTICE.
ALL outstanding claims against THE SAVOY LIMITED, must be sent in to the LIQUIDATOR No. 13, Queen's Road Central by the 30th September, 1907.

QUAN HING,
Liquidator.
Hongkong, 23rd September, 1907. [858]

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.
(CAPITAL PAID UP \$1,000,000.)

Underwrites and Executes
THE OFFICE OF
TRUSTEE, EXECUTOR OF WILLS,
ATTORNEY, &c., &c.,
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 22nd May, 1907. [195]

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.
WEEK DAYS.

7.00 a.m. to 9.30 a.m. ... Every 10 minutes.
9.30 a.m. to 11.00 a.m. ... Every 15 minutes.
11.00 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 10 minutes.
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 2.15 p.m. ... Every 10 minutes.
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 8.00 p.m. ... Every 10 minutes.

NIGHT CARS.
8.45 p.m. and 9 p.m. 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.
8.00 a.m. to 9.00 a.m. ... Every 15 minutes.
9.00 a.m. to 9.30 a.m. ... Every 30 minutes.
9.30 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.
11.00 a.m. to 12.00 noon ... Every 15 minutes.
12.00 noon to 1.00 p.m. ... Every 10 minutes.
1.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 7.00 p.m. ... Every 15 minutes.
7.00 p.m. to 8.00 p.m. ... Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.
Extra cars at 5.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 4th June, 1907. [59]

ROYAL WARRANTS
TO
H.M. KING EDWARD VII.
AND
H.R.H. PRINCE OF WALES.

WITH THE LATEST, BEST 3 SPEEDGEAR, GEAR CASES AND DUNLOP TYRES.

From \$120 to \$150 each.
GUARANTEE FOR 3 YEARS.
WILL CLIMB ANY HILL ON THE LOW GEAR.

Portsmouth Evening News:—"For 38 years the name of the HUMBER has been as a guarantee of good workmanship."

DRAGON CYCLE DEPOT,
AGENTS,
11, D'ARQUILLAR STREET and KOWLOON.
Hongkong, 19th July, 1907. [1467]

EYES RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
8, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON,
21, John Street, Bedford Row, W.C.
HONGKONG, 27th November, 1905.

SHANGHAI,
59, Bentinck Street.
144

Intimations.

HONGKONG ST. ANDREW'S SOCIETY.

THE ANNUAL GENERAL MEETING of the above Society will be held in the City Hall, on FRIDAY, the 27th inst., at 5.30 P.M., for the purpose of receiving the Annual Report and Statement of Accounts for the year ending 31st August; of electing officers; and for the ensuing year, etc.

W. ARMSTRONG,
Hon. Secretary.
Hongkong, 20th September, 1907. [845]

ROYAL HONGKONG YACHT CLUB.

THE THIRD ANNUAL GENERAL MEETING of the Members of the above Club will be held in the City Hall on MONDAY, the 30th inst., at 6 P.M.

By Order of the Committee,
G. G. FRANKLIN,
Hon. Secretary.
Hongkong, 23rd September, 1907. [856]

THE TRADE MARKS ORDINANCE,
1898.

APPLICATION FOR REGISTRATION OF TRADE MARKS.

NOTICE is hereby given that ANDREW USHER & Co., of 34, West Nicolson Street, Edinburgh, Scotland; and 59, Mark Lane, London, E.C., England; Distillers, have, on the 22nd day of February, 1907, applied for the Registration in Hongkong, in the Register of Trade Marks, of the following Trade Marks:

No. 1. consists of the letters "O. V. G."
No. 2. consists of the words "Andrew Usher & Co.'s Old Vatted Glenlivet Whisky"; in the name of ANDREW USHER & Co., who claim to be the sole proprietors thereof.

The Trade Marks have been used by the applicants in respect of the following goods:—
WHISKY, 1st CLASS 43.

Facsimiles of the Trade Marks can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 24th day of July, 1907.
DENNIS & BOWLEY,
Solicitors for the Applicants.

A. CHAZALON & CO.,
6, Queen's Road Central,
WINE, SPIRIT and COAL MERCHANTS AND GENERAL STOREKEEPERS.

Just Unpacked.
BARCLAY PERKIN'S STOUT
in pints and Baby bottles.

FRENCH SYRUPS
GRENADINE, GROSEILLE, &c.

VICHY, FERRIER, ROCHEMAURE
AND
Other FRENCH MINERAL WATERS
ALSO
Large Assortment of CANNED GOODS
suitable for Pic-nic.
Hongkong, 15th May, 1907. [149]

HUMBER

CYCLES.

THE BEST IN THE WORLD.

Cycles Makers
BY
ROYAL WARRANTS
TO
H.M. KING EDWARD VII.
AND
H.R.H. PRINCE OF WALES.

WITH THE LATEST, BEST 3 SPEEDGEAR, GEAR CASES AND DUNLOP TYRES.

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Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON,
21, John Street, Bedford Row, W.C.
HONGKONG, 27th November, 1905.

SHANGHAI,
59, Bentinck Street.
1

Antimotion.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS
BY APPOINTMENT TO HIS EXCELLENCY THE
GOVERNOR AND HOUSEHOLD.

WATSON'S
HOUSEHOLD
AMMONIA.
An Elegant Preparation for the Toilet and
Bath, Refreshing and Invigorating.

LOTION
(FOR)
PRICKLY HEAT.
An Efficacious Remedy.
GIVES INSTANT RELIEF.

PURE CARBOLIC
SOAPS.

Highly Recommended by the Medical Faculty.

STRONG MEDICAL.

Guaranteed to contain 20 per cent. of
Pure Carbolic Acid.

MEDIUM.

Guaranteed to contain 10 per cent. of
Pure Carbolic Acid.

TOILET SOAP.

Guaranteed to contain 5 per cent. of
Pure Carbolic Acid.

FRAGRANT TOOTH
WASH.

Antiseptic and Detergent—Whitens the Teeth
and strengthens the Gums.

A. S. WATSON & CO.,
LIMITED,
CHEMISTS, DRUGGISTS AND
PERFUMERS.
THE HONGKONG DISPENSARY.
Hongkong, 24th September, 1907.

BIRTH.

On September 20, 1907, at Shanghai, the
wife of ALBRECHT SANDER, of a son.

The Hongkong Telegraph

HONGKONG, TUESDAY, SEPTEMBER 24, 1907

"IS THAT TRUE?"

"Is that true?" was the somewhat disconcerting exclamation of His Excellency Sir Frederick Lugard when he was informed that his inaugural shot over the new rifle range at the Peak on Saturday had scored a "possible." Everybody knows how these pleasant affairs are arranged and everybody is prepared for the perfectly proper signal which follows the opening of a rifle range by the chief administrator of the Colony. His Excellency, however, not being versed in these happy evidences of friendly feeling and encouragement had his doubts and, no doubt to the astonishment of those in attendance, gave expression to them. Whatever the answer to his query was, and we are not told that any was offered, there is an application in His Excellency's question which if carried to its ultimate limits must involve important issues in the conduct of the administration of Hongkong's public affairs. When a Governor arrives in a colony where the conditions are totally different in every respect to those to which his previous experience has accustomed him, it is but natural that he should accept the views and ideas of those who come within his immediate circle. These views may, of course, be admirably suited to the needs of the Colony, or they may be simply the stereotyped expression of a hide-bound bureaucracy. It is for the Governor to discover for himself the real situation, and therefore it is that all who are interested in the welfare of the Colony will rejoice in believing that the independent character of His Excellency's mind may be traced in the remark, made almost unconsciously, "Is that true?" At the present time there is scarcely a single question of public concern on which a half dozen residents in Hongkong are agreed. More or less, people are united in expressing their views on the subject of reforms, but when it comes to details hopeless confusion abounds. On the subject of opium, to take one example, the correct attitude to assume is that in favour of abolition. In order to attain this end a few harmless and otherwise well-meaning zealots present statements which they naturally assert to be facts, and by a lavish expenditure of embroideries seek to foist their views on the Government regardless of the opinions of those most concerned. The average official in a Crown

Colony, or at all events those at the head of departments, is but a transient visitor and it is accordingly his aim to steer a middle way between contending parties, on the principle that the smaller the fuss the greater the prospects of promotion. The question eventually comes before the Governor who, disdaining to take everything for granted, asks "Is that true?" not with the object of receiving a reply in the affirmative, but in order that all the proofs which have convinced his subordinates may be laid before him. Of course, the question itself is as old as the hills; it was rendered historical by Pontius Pilate; it was, perhaps, the original remark which ushered duplicity into the world. At the same time while a statement may in itself be true, it may conceal a very material portion of the truth—in other words it may not be the whole truth, and that applies very particularly to Hongkong. There is hardly a report or set of statistics relating to conditions in Hongkong which is not susceptible to criticism on that point. A Commission is appointed to investigate a certain question; the opinions of the members are known to everybody and the result is a foregone conclusion, because it follows that any examination that may take place is confined to the confirmation of the views already expressed. In the majority of instances, those views or premises have been hammered and pounded into the heads of those who are not prepared to take the trouble to think for themselves, with the result that those who cavil at finding or suggest that there is another side to the question are regarded as intolerant reactionaries. If His Excellency the Governor, in the consideration of the affairs which come under his review, in the course of his daily duties, keeps the question "Is that true?" as his lodestone, his task of securing the welfare of the Colony will be vastly increased; but the end will justify his labours, provided that the bottom of the well is thoroughly dredged. Indeed, there is probably no resident in Hongkong who is more greatly handicapped in the acquisition of the entire facts pertaining to any public matter than His Excellency the Governor. Living in a serene atmosphere where the immediate difficulties of the governed are not apparent, and surrounded by those whose main anxiety is to give the Colonial Office as little trouble as possible, the Governor may be inclined to believe that all is well in the State of Denmark when the opposite is the case. It is not for the hot-polloi, the native residents, the underpaid civil servants, the unrepresented taxpayers to blazon forth their grievances or to clamour about the disabilities under which they labour. Their duty is to remain quiet, and truth to tell that is not a very difficult thing for them to do, for the major portion of those few hours which are left to them after the toil of the day are generally spent in solving the problem, a veritable *pains asinorum* in many cases how to make both ends meet. However, we may take it that His Excellency Sir Frederick Lugard comes to the work of administering the affairs of Hongkong with the broad determination to find out, in the first place, the whole truth and then to act upon his knowledge of the truth. In any event, the snap-out query "Is that true?" will not be lost on that fraternity which would bolster up bogus claims or support impossible assertions by means of fabricated facts. Sir Frederick Lugard has given the Colony a pointer which is eminently necessary in these days of fraud and humbug—"Is that true?"

LOCAL AND GENERAL.

The embargo on cereals in Kwantung has been partly removed.

The English mail of the 24th August was delivered in London on the 23rd instant.

It is admitted that Mr. J. D. Rockefeller owns a quarter of the Standard Oil Company's stocks.

The Ministry of War has decided to establish a Naval School in Chusan, near Pootoo. This seems to indicate that Tinghai, which is in Chusan island, is to be made a naval base for the re-organized Navy of China.

The stocks of winter goods in the stores here are very small; the demand rapidly increasing and prices very dear. It would pay any "Tientsin" merchants to start a branch here well-stocked with winter requirements.—*China Critic*.

CAPTAIN Stewart, of the C. M. S. *Chi Yuen*, on arrival at Shanghai on the 20th inst., reported having picked up two fishermen who were clinging to some wreckage between Kiu-tsun Light Vessel and Black House Bay. The castaways reported that their sampan was run down by some steamer at 3 a.m. that morning. Two of their shipmates were drowned.

"I was asleep when I saw the money dropping down," said Partab Singh, an Indian coolie, amidst much laughter, in the Police Court, today. "You did?" asked Mr. Melbourne, calmly. Then Partab recollected himself and straightened out the matter. "I was asleep yesterday afternoon in my house—116 Playa East—when I felt someone cutting my girdle. I sat up and saw Bhagat Singh sitting at my side. When I got to my feet I saw the money dropping down from my purse." Bhagat Singh pleaded guilty to stealing eleven sovereigns from his companion and was sentenced to three weeks' hard labour.

It is announced that the Crown Prince leaves Tokyo in October to visit Korea, and will also see Kiushiu, Shikoku and Chugoku, on his way home.

It is reported from Peking that H.E. Liang Tuncyen, Chinese Minister-designate to the U.S. Spin and Peru, who was appointed the other day Acting Juno Vice-President of the Waitupu, vice Wang Ta-hsi, who is going as Special Commissioner to Great Britain, will very likely be retained in Peking after all, in which case there is an intention to send H.E. Wu Ting-fang again to Washington.

YESTERDAY afternoon, a loaded truck, in charge of two coolies, crashed into the rear of a stationary tramcar in front of the old harbour office, tearing away the footboards. The head coolie, who said he was Cheung Lim, employed by a firm in Wing Lok Street, was arrested. At the Central Police Station his employer deposited \$25 bail to ensure his appearance at the Police Court, this morning. There were no signs of Cheung when the case was called on to-day and Mr. Melbourne extracted the bail.

The rumoured restriction upon Japanese immigrants into Canada is flatly contradicted at Tokyo, even as the aftermath of measures taken while Vancouver is unsettled. But restriction proposals have not been received, and would never be entertained. Japan consented to the prohibition of transmigration by Japanese from Hawaii to America; but has not consented to formal restriction on direct immigration. In this connection it is believed that Secretary Taft's approaching visit will expedite a solution of pending questions. The Labour Convention at Winnipeg demands suspension of the Anglo-Japanese Treaty for six months.

A Tokyo despatch, of 24th inst., to the M. C. D. News says:—"The new residential appointments under the revision of the organization of the Korean Residency General have been gazetted, as a corollary to the recent Korean Agreement. The Cabinet is practically Japanese, under Marquis Ito with Japanese Vice-Ministers, while the Korean Cabinet acts as Ministers in the Cabinet of the Resident-General. Vice-Resident General Baron Sone belongs to the clique of Marquis Yamagata or General Katsura, whose assistance is valuable for Marquis Ito. This also probably indicates Marquis Ito's retirement sooner or later. Marquis Ito left for Seoul on the 22nd inst.

We regret to learn that a serious accident has befallen Mr. W. E. Schmidt, the Kobe Agent of the Union Insurance Company of Canton, Ltd. It appears that Mr. Schmidt, who has been taking a holiday with Mr. G. H. Phipps, of the British Consulate at Kobe, fell into the hot spring at Yunomi, the temperature of the water of which is 172°. A plank placed over the spring and on which Mr. Schmidt was standing gave way, precipitating him into the water. He was badly scalded, but Mr. Phipps and two hotel acquaintances helped him out as promptly as possible and, obtaining a chair, took Mr. Schmidt back to the hotel, where the sufferer was given every attention. He is now in the International Hospital at Yokohama, and it is satisfactory to learn that he is progressing as well as can be expected.—*Japan Chronicle*.

NEVER since the building of the pyramids in Egypt has there been such masses of concrete and stone used annually as there is to-day in the United States and her far off island possessions. Almost every new structure being erected by the government in these islands whether it be a school house, a provincial building, a jail or any other class of building is constructed of reinforced concrete, the sum total of building done annually including the construction of bridges and the repairs and alterations to existing buildings being truly enormous. In the United States the growth of the use of cement has been marvellous. In 1885 there were but 82,000 barrels of cement used. In 1892 this quantity had increased to 335,000 barrels and in 1900 to 3,692,000; in 1902 to 17,000,000, in 1904 to 25,000,000 and in 1906 to no less than 45,000,000 barrels per annum. Dams, sea walls, canals, power houses and factories as well as a large number of provincial and insular buildings are being constructed annually in the Philippines of reinforced concrete.

THE WEATHER.

The following report is from Mr. F. G. Fisk, Director of the Hongkong Observatory:—

On the 24th at 11.45 a.m. The barometer has risen moderately in E. Japan, and no marked change has taken place in other areas. There is still a tendency for pressure to give way over Luzon.

Pressure is high over the N. E. part of the Sea of Japan, the normal being exceeded by about 0.25 inch over E. Japan. Over the Philippines the mercury stands near its average point. The lowest pressure appears to be lying over the Pacific to the N. E. of Luzon.

Fresh N. E. winds may be expected in the Formosa Channel, and the N. part of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST.

1.—Hongkong and neighbourhood, E. to N. E. winds, moderate; showery.
2.—Formosa Channel, N.E. winds, fresh.
3.—South coast of China between Hongkong and Lamcocks, same as No. 1.
4.—South coast of China between Hongkong and Hainan, same as No. 1.

SHIPPING AND MAILS.

MAILS DUE.

Indian (*Arratoon Apar*) 26th inst.

French (*Yarra*) 30th inst.

The C. P. R. Co.'s s.s. *Tartar* left Yokohama p.m., on 23rd inst., for Victoria and Vancouver.

ADSETTS IN HONGKONG.

ARRAIGNED AT THE MAGISTRACY.

PLEADS "NOT GUILTY" TO THE CAPITAL CHARGE.

Adsett's, the alleged murderer of Gertrude Dayton, whose body was discovered jammed in a truck on board the C. P. R. liner *Monteagle* in August last, under circumstances so well known to the Hongkong public; whose escape from the Colony on the *Tou Maru* shortly after the tragedy; his arrival and disappearance from Shanghai; his capture and re-capture at Chefoo, after breaking away from the gaol; his removal to Manila on the U.S. ship *Calcutta* and the opening of extradition proceedings against him at that port have been so closely followed by the "man-in-the-street," landed in Hongkong last night, from the steamer *Rubi*, in charge of Detective O'Sullivan and Policeman Perkins. The *Rubi* steamed up to her moorings shortly after eight o'clock last night, and from her masthead shone forth the police-call lights brightly. A police launch, with Chief Detective Inspector Hanson, Inspector Watnick, Sergeants Terrell and Earner and Policeman Watt on board, which had been waiting in the vicinity for the arrival of the liner, put alongside immediately, and soon afterwards Adsett's, handcuffed, his legs shackled, was escorted down the gangway and on to the launch.

A large crowd had assembled on Blake pier when the launch warped alongside. And when the alleged murderer landed on the pier the police had some difficulty in keeping back the crowd which was pushing its way to the fore, all eager to catch a glimpse of the man of whom they had heard so much.

Adsett's was not to be seen, however. Dressed in a pair of dark blue pants, frilled at the ends, and a half-soiled singlet, wearing a Panama hat, turned down in front, covering his forehead, he walked up the pier with his head bowed low, puffing vigorously at a cigarette, regardless of the hundreds of pairs of eyes that were focussed at him. He was conducted to a chair that was awaiting him and the journey to police headquarters started, the crowd following in processionary order. Arriving at the Central Station Adsett's was taken before Inspector Ritchie, who asked him a few questions.

"What's your name?" was the first question put to Adsett's.

"William Hall Adsett's," came the reply in a coarse voice.

"What are you by occupation?" was the next query.

"A tinsmith," Adsett's answered, looking amused.

"In what State were you born?"

"Philadelphia," with a drawl.

And with that Adsett's was taken to a cell, minus his handcuffs, but with his ankles still on, there to pass the night.

Needless to say, when it is told that Adsett's was held in irons on board ship, nothing of any exciting character occurred. But notwithstanding that fact Detective O'Sullivan and Policeman Perkins kept a strict watch over their prisoner, so much so that during the trip they had scarcely any time for sleep. Both officials speak highly of the conduct of Captain Almond and his officers, who showed them every attention while they were on board the *Rubi*.

Adsett's is a large, rawboned, muscular looking man, about six feet tall, and with light brown hair. He has several gold teeth in the upper jaw, which are very prominent. He seems to be more or less calloused through his varied experiences during the past six weeks, and tries to be stoically calm. He carries a matter of fact air as though his arrest did not prey on his mind, but it is belied by the restless and wild looks in his eyes. If he appeared non-plussed in the charge-room it was not so a few minutes later, for when once in his cell he wore his disguise once more and tried to be communicative. He called for water, which was given him, he spoke of the trip and of the news papers, and complained, in no few words, of the severe pains round his ankles, which was caused by the leg irons, and which, he said, he had worn for a month. Then he switched on to his escape at Chefoo. Speaking to an official of his escape from the Chefoo gaol, Adsett's remarked that any man, under such circumstances, would have done the same as he did, when there was a hole in the roof of the prison.

As he was about to go into details regarding his escape another police officer, dressed in plain clothes, approached his cell. Adsett's gave him a wild cat stare and, saying more to himself than to anyone else, "That's another of those—reporters that have been having a lot of thrash to say about me," fell back and went to sleep. He refused to say another word.

This morning he appeared to be in a more cheerful frame of mind. He sat at the door of his cell, his knees bent under his chin, and seemed to be very interested in the corralling of the Chinese prisoners for the police court.

"How's it, this morning?" a police officer asked him.

"All I want is a bath," he replied, "and I'd be happy. I haven't had one for some time."

Somebody from the Detective's office was the next to attract his attention. Adsett's noticed that a policeman was studying his face with a photograph, which he held in his hand.

"That's a fine picture you have there of me," he bawled out. "Let's see?"

The picture was turned in his direction.

"Who's the woman?" he interrogated.

"The woman you took the photograph with," was the reply.

Adsett's had a hearty laugh and turned away.

When the news got around in the forenoon that the prisoner would soon appear in Court the crowd—for there was a large crowd of Europeans and Chinese present—besieged the Court, all anxious to get eyes on him, or any person taking an obscure part in the trial. By the time Adsett's was escorted into the dock there was

scarcely standing room in the Court, even the doors were blocked. When Adsett's faced the Court to answer the indictment there was scarcely a sound in the court-room.

"William Hall Adsett's," rang out the interpreter, "you are charged, that you did on the 4th August, 1907, feloniously and of malice aforethought kill and slay one Gertrude Dayton against the peace of our Foreign, His Crown and dignity. What say you to the charge—guilty or not guilty?"

"Not guilty," answered the prisoner in a strong voice.

Inspector Hanson—The police want a week's remand, your Worship.

Mr. Melbourne—I am afraid I can't give you next week.

Inspector Hanson—What is the first day?

Mr. Melbourne—I have Monday next week, but I don't know when you will be ready.

Inspector Hanson—The Crown Solicitor will prosecute, your Worship.

The next hearing was fixed for Monday afternoon.

And Adsett's, looking restless, with a vacant stare in his eyes, his cheeks sunken, and his face ashen, was removed to the Victoria Gaol there to await his trial—the trial which will prove one of the most interesting that has ever been heard in a Court in this Colony.

WORD PICTURE.

Adsett's, the alleged slayer of a courtier might in his present state of development and, under happier conditions, be passed by the unobservant as an average young man of the middle-class, with some claims to an attraction that would exercise its powers in a circle which flows from dark till dawn in the isolated glow of the red-light district.

But to the phenologist, the alienist, even if the present cloud did not darken his horizon, the man would present a study worthy of attention, writes Mr. John Roberts in the *Manila Gleaner*.

In the case of a man under sentence, a man convicted, the crowded, still courtroom, whether it be in the East or West, whether the prisoner stands in the shadow of Bilibid, San Quentin or Sing Sing, presents the same curious throng agape with wonder and morbid curiosity. Correlated, to the ordinary onlooker, the criminal stands for crime; but to the student of degrees, the actual suspension of the power to do means simply the lack of further opportunity. Opportunity, temptation sufficiently worth the risk, this gives the crowd a chance to push and sweat and stand patiently for hours in order to witness the anguish, bravado, or indifference of the offender.

The head of this man at the bar of justice awaiting a terrible doom if proven guilty of the most revolting of murders, is not the one of a crafty, methodical villain. It is small with close ears, almost entirely undeveloped, and Galil's theory that the head or skull shows the usage of the mental faculties would go to the wall at once when judging of the smooth surface of this man's cranium.

No use of the special functions which have left such valuable records in the Rogue's Gallery is responsible for the fullness of the jaw, the heaviness of lip, the dull, sullen light that flashes from out of the prominent blue eyes. These features sag, sag toward the weak, cleft chin, sag with the lawlessness of an unbridled will, sag with the dominance of passions that knew no restraint. And here, lies the whole story.

The bungling, the stupidity, these trailing, uncertain facts of evidence point toward the irresolute, staring eye of the man in the dock and while they alone cannot convict him, they stand as signposts at the crossroads of innocence and guilt. The sloping forehead, the square, salient jaw, the keen, penetrating eyes, closest, dominating the whole physiognomy, these plot and plan and cheat the galleys; these conceal with infinite care every trace and baffle the sleuths on the scent of the red-handed. But these do not belong to this man Adsett's alias Jones.

Even if there is no murder to his count, "and none but the Master shall blame," the history of the close kinship with the bawdy-house, the creatures of the underworld, the loss of the square look in a man's eye, the loss of the appreciation of cleaner things; these are all there in a sum total or moral bankruptcy.

This man's career and, perhaps his ending, might be the case of any other soldier or marine with a weak chin, the thick, heavy lips of indulgence. "Where there ain't no ten commandments," is written all over him; the free, easy gait of the Orient is in every line of the elastic, swaggering figure.

His is the face of a criminal of chance, accident, opportunity, not of the hereditary law-breaker doomed almost from birth.

Greedy was the Nemesis that sent a woman's soul out into the dark; greedy was the evil genius that rowed a grim burden across the waters, and for the triumph of this foul appetite another life may be forfeit.

Had this man been in another environment, surrounded by other influences, perhaps he would not be the Adsett's known to the police of Manila and Hongkong.

FAILURE IN THE HABEAS CORPUS PROCEEDINGS.

Judge Gilbert will render his decision in the Adsett's case this (September 21) morning at 10 o'clock, which will, undoubtedly be to the effect that the suspected murderer of Gertrude Dayton must be turned over to the Hongkong detectives who are here waiting to conduct him to Hongkong to face trial.

The failure of the attorneys for the defence to enter an appeal from the decision in the habeas corpus proceedings within the stipulated time has lost for them an opportunity of prolonging the life of the accused, as the evidence secured by the Hongkong authorities is convincing, and the case for Adsett's is dark.

Adsett's is alleged to have said that the British detectives would never land him in Hongkong; at least alive. That he will require close watching is recognized by Detectives O'Sullivan and Perkins. Judge Gilbert will undoubtedly render his decision, and complete the case in time for the

party to catch the steamer *Rubi* which is scheduled to leave Manila for Hongkong to-day. Should the party be able to catch this ship, there will be little danger of Adsett's making an escape, once he is taken aboard. The *Rubi* is fitted with a strong room which would be impossible to break out of, without outside aid, and the prisoner will be heavily handcuffed and secured with leg irons.

FINAL ARGUMENTS.

The final arguments of the defending and prosecuting attorneys were completed yesterday morning, when Judge Gilbert announced that he would render his decision this morning.

PRISONER NERVOUS.

Adsett's showed some signs of weakening yesterday, and paid little attention to the proceedings. He contacted his self by sitting motionless in his chair seldom glancing from the floor. A decided twitching of the jaw muscle, quick winking of the eyelids and the constant, nervous moving of his feet showed plainly that he was worried and frightened. With the knowledge that there is sufficient proof with which to convict him, and that he will be ordered delivered to the Hongkong authorities to-day weighed heavily on his mind yesterday, and when Judge Gilbert denied Attorney Southworth's application for appeal from the decision in the habeas corpus proceedings the prisoner seemed to sink further in his chair and heaved a heavy sigh which was noticeable to all who sat near him.

Judge Gilbert denied the application as the time for making it had expired; by scarce seven minutes. Attorney Southworth said that he knew the law provided but twenty-four hours in which to enter an appeal and that he thought the spirit of the law had been complied with in entering the appeal in a few minutes over twenty-four hours. Attorney George held for the strict enforcement of the law.

JUDGE GILBERT'S DECISION.

In speaking of this particular point Judge Gilbert said, "The law was made for a purpose. This case is not one of a local character among ourselves, it includes others, especially the nation of Great Britain and it would seem strange to that nation if I did not enforce the law, or if I allowed the law to be violated in this particular case. I will grant the motion of the prosecuting attorney for dismissal." This was Adsett's last hope, and, although he knew he must eventually face trial the hopes of having this delayed by an appeal in the habeas corpus proceedings was shattered by Judge Gilbert's above decision and the prisoner, for the moment, at least, resigned himself to his fate, but it is said that by the time he had reached the Luneta station after the hearing he had recovered his composure and assumed his usual defiant air.

AN ADMIRABLE PRISONER.

Adsett's so far has been an admirable prisoner contrary to the expectations of the local authorities. His known reputation as a rough-and-tumble fighter and the belief that he would be desperate and willing to chance death in an effort to escape made the police in whose care the prisoner was placed extra cautious. Although he will not be turned over to the British officials until after 8 o'clock this morning it is believed that if he decides to make any trouble it will not be until after he is placed in their keeping.

BAR-ROOM STORIES.

Many are the stories of the bar-room brawls and rough house fights Adsett's has taken a prominent part in. When he was in the marine corps and stationed at Cavite he took exception to the ruling of an umpire during a baseball game between his company and a company of marines from Olongapo and despite the fact that the umpire was a man fully six feet tall, Adsett's struck him one blow rendering him unconscious for over an hour and splintered his jaw. Shortly afterwards he was set upon by a crowd of about nine angry baseball players during a game at Olongapo and single handed he came out of the fight no worse than any one of his eight or nine assailants, two of whom were injured so severely that it was necessary to carry them to the hospital. He is known along the China coast as a bad man and many are the tales of his single handed fights with sailors from foreign ships.

That he will take long chances to escape, and that he will grow more desperate as the time carries him nearer his goal there is no doubt, and realizing this fact Police Sergeant E. O'Sullivan, who will be responsible for his safe deliverance to the Hongkong authorities, will guard him day and night and keep him tightly manacled. Once in Hongkong, with such a complete chain of convincing evidence, W. H. Adsett's, alias Jones, alias Anderson, alias Davis will probably be punished with death in less than two weeks as is the custom of the British authorities in such cases.

LANDSLIP AT HUNGHOM.

EARTH COOLIE KILLED.

A landslip occurred at Hunghom yesterday morning, as a result of which a coolie who was employed in the vicinity lost his life. The accident occurred at the Railway Reclamation Works, near the old slaughter house, shortly after eight o'clock. A gang of contractor's coolies were engaged at work at the foot of a bank. Some were cutting away at the bank, while others were engaged in filling a truck with the earth. While the coolies were thus employed the bank suddenly collapsed. A huge amount of sand and rock came crashing down, striking a coolie, named Chang Fuk, in falling backwards the coolie struck his head against the metal of one of the wheels of the truck, fracturing his skull. The other coolies who were fortunate enough to escape injury removed the injured man to a nearby shed and the police were sent for. Policeman Attewell, of Hunghom Police Station, responded with an ambulance and proceeded to remove the man to hospital, but he died on the way.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

CANTON-HANKOW RAILWAY.

PRESIDENT OF DIRECTORS.

SIR, CHENOTUNG APPOINTED.

[From Our Own Correspondent.]

Shamoon, 24th September, 4.55 p.m.

In answer to the shareholders' petition, by telegram, and the Viceroy's recommendation, the Throne has sanctioned the appointment of Sir Chengtung Liang Cheng, ex-Chinese Minister to Washington, as President of the Yuet Han Railway Co.

[Reader's.]

MOROCO.

London, 22nd September.

Negotiations with the tribesmen are broken off, and General Druce resumes the offensive hostilities.

The Collision in Mexico.

The latest reports state that 63 were killed and 43 injured in the collision at Encarnacion.

The Hague Conference.

The Hague Plenary Conference has adopted a decision regarding the establishment of a Prize Court, also a motion recommending a third Conference eight years hence.

Later.

Oriental Labour in British Columbia.

Sir Wilfred Laurier, replying to a resolution of The Canadian Trades and Labour Congress asking for the abrogation of the treaty with Japan, said that the treaty was a great advantage to Canada, whose trade with Japan was considerable and had considerably increased. No one believed that the regrettable incidents in Vancouver were due to the influx of Japanese; the disturbances were directed against Asiatics generally, and precipitate action might be the cause of regret. The Government would carefully inquire into the cause of the recent influx of Orientals.

The Japanese Cruisers

The *Tsukuba* has arrived at Port Said.

TYPHOON WARNING.

The American Consul-General received the telegram quoted below from the Manila Observatory at 2.30 p.m., 10 days:—
September 24, 9.7, 1 p.m., typhoon at out E.N.E. Guam approaching Southern Ladrones Islands.

V.R.C. AQUATIC SPORTS.

TEAM RACE.

The Team Race which ought to have taken place last Thursday, between teams that competed in the Hongkong Water Polo Shield Competition this season, and which was postponed till Monday, was decided yesterday afternoon when five out of the six teams that entered, completed.

The teams and results are as follows:—
1. Corinthian Yacht Club—C. J. Cooke, C. Humphreys, R. C. Mitchell, F. Humphreys, J. Miller, O. R. Chunyat and E. Scriven. Time: 5 minutes 35 seconds.

2. V.R.C. "A" Team—H. A. Lammer, A. V. Harris, P. M. Remedios, A. E. Alves, C. Sayer, A. H. Carroll, and J. M. P. Pereira. Time: 5 minutes 4 seconds.

3. Royal Hongkong Yacht Club—P. Linton, R. B. Bentlie, H. Young, H. W. Lester, M. Preshaw, G. G. Franklin and F. Bidden.
4. V.R.C. "B" Team—J. M. C. Lopes, A. J. V. Ribeiro, F. da Reza, A. P. Ellis, W. G. Goggin, F. K. Tata and C. A. Rodrigues.

5. 87th Coy., Royal Garrison Artillery—Gunners Carter, Bloomfield, Harvey, Donoughue, Greenwood, Fleetwood and Ward.

The Gunners took the lead at the start, but after the third man went in the V.R.C. "A" team took the lead. This was only temporary, as the last two men in the Corinthians' team pulled them up, and thus winning by about six yards.

A Water Polo match was afterwards played between the V.R.C. "A" team and the pick of the Corinthian Yacht Club, 87th Coy. Royal Garrison Artillery, and the Royal Hongkong Yacht Club, and resulted in a draw, one goal all, after a very hard match.

THE ROYAL HONGKONG GOLF CLUB.

The monthly competitions for the Robertson Farewell Cup was held at Happy Valley from the 21st to 23rd September, 1907. The following returns were made:—

ROBERTSON FAREWELL CUP.

Mr. Wm. Anderson* 86 = 6-80
Mr. F. W. Warre 86 = 5-81
Mr. H. W. Slade 89 = 12-87
Mr. E. F. Mackay 91 = 3-88
(16 entries).

POOL.

Mr. Wm. Anderson* 86 = 8-78
Mr. F. W. Warre 85 = 7-79
Dr. G. M. Harston 89 = 9-80
Mr. D. B. Murray 92 = 12-85
Fayr, E. B. Swan, R.N. 91 = 8-83
Mr. E. F. Mackay 91 = 5-85
(18 entries).

* Winner of Cup and Pool.

THE SICAWAI OBSERVATORY.

AN APPRECIATION.

At first sight it may appear strange that the work of studying the heavens is undertaken by a religious order; in reality, however, from remote ages there has been an intimate connexion between religion and astronomy. The Fathers at Sicawei surely are animated by the spirit of the palmist who cried: "When I consider thy heavens, the work of thy fingers, the moon and the stars which thou hast ordained; what is man that thou art mindful of him? and the son of man that thou visitest him?" The Jesuit Fathers were the first to introduce the results of the observations of Western astronomers into China, and at Sicawei they are now continuing the labours which began with the arrival on Chinese soil of Matteo Ricci and Verbiest. True, that work has suffered from long interruptions, but to the Jesuits the Chinese owe the calendar at present in use, and to the same order mariners in Far Eastern waters at the present day are indebted for invaluable information placed at their disposal by the unostentatious and patient labours of the Fathers at Sicawei. For Sicawei is

THE MOST IMPORTANT OBSERVATORY on the Chinese coast. Daily throughout the year it receives meteorological and other data by telegraph from about sixty stations, and by careful comparisons of figures, by ceaseless watching and patient care, the risk to mariners from typhoons and storms is reduced to a minimum. With his finger on an electric switch at Sicawei, one of the Fathers daily gives the standard time to China, and as noon approaches, on nearly every vessel in sight of the signal station, chronometers are checked or set as the time-ball falls.

MAGNETIC INSTRUMENTS.

Sicawei is not an astronomical observatory in the true sense of the word. It does possess a small telescope, by means of which the Fathers can photograph or observe the phenomena of the heavens, but the real work of the institution is the study of meteorological conditions, and the recording of seismological and magnetic observations. Particular interest attaches to the latter at this time, as, owing to the advent of the tramways, all the magnetic instruments are shortly to be transferred to Quinsan. By the courtesy of the Director of the Observatory the Shanghai Society of Engineers and Architects will this afternoon (Sept. 21) have an opportunity of inspecting these instruments, a courtesy extended to a representative of this paper a few days ago. Father de Moidrey, who has been at the Observatory for nine years, kindly undertook the office of guide for the occasion. The first visit was to the small building in which the magnetic instruments are housed. In this building there are three rooms. In the smallest is a new and, to the uninitiated, very complicated earth inductor, or dip circle for showing the dip of the magnet. The instrument is levelled and connected with a galvanometer. It is then revolved by hand, and until it has been adjusted to indicate the exact dip of the magnet the galvanometer registers a current. When no current is discernible the readings on a dial are read by means of a microscope. The next room contains instruments for detecting the declination, or variation, of the compass. Each instrument is under a glass case, and consists of a magnet about five inches long suspended by a long silk thread or threads. A mirror is attached to each magnet, and any variation can be read on a scale by means of a telescope. By these instruments a declination of one-tenth of a minute can be ascertained, a figure of which the significance can best be understood when it is realized that mariners are able only to detect a variation of half degree—three hundred times greater.

There is an air of mystery about the room in the centre of the magnetic observatory. It is quite dark, entered through a door, opening through as many walls; the object being to equalize the temperature as far as possible. Here are here three more instruments: a cyclometer and vertical and horizontal force magnetometers. They are connected with a clock by long wooden tunnels. The mechanism of the clock causes their rollers, each covered with sensitized paper, to revolve, and a lamp playing on the mirror suspended under each instrument automatically records any variation of the magnets on the paper. This set of instruments has been working since 1877, and day and night throughout that period the sensitized paper has recorded the behaviour of the magnets. Unwittingly our representative had entered the room without leaving his pocket-knife outside. When informed of this Father de Moidrey said he was glad to know, as the result would probably be a disturbance of the instruments that might be mistaken for an earthquake. Every day this dark room is visited at intervals by a Chinese assistant, who checks the time of the clock and sees that all the instruments are in perfect order. His pocket-knife, carefully placed on a shelf outside, was a silent reproach to those who heedlessly bring earthquakes in their train.

THE TRANSIT TELESCOPE.

Passing the small observatory, where the astronomical telescope is mounted we came to the vicinity of the seismograph. This instrument, by which records of earthquakes at the other side of the globe have been obtained, I was not permitted to see, Father de Moidrey explaining that the presence of two men in the neighbourhood would seriously disturb it. We passed the little hut in which it is enclosed, therefore, at some distance, and proceeded past the workshop, where one of the brothers undertakes repairs, and even the making of new instruments, to the time-observation apparatus. The transit telescope, by which the correct time is ascertained daily, is a new and beautiful instrument, but so complicated that it would require an expert to do it justice. Six or seven levels are used for adjusting it, one of which shows the true level within two seconds, on a scale. At night a portion of the roof above it is removed. The telescope is then set to a position corresponding approximately with that of some known star. When

the star comes across the field of vision the time is carefully checked at which it crosses the series of spider-web threads in the eyepiece. By a delicately adjusted lever the instrument is then turned completely round, and more readings are taken. Any fractional error is thus discovered, and the true time, as compared with that shown by the Observatory clock is recorded in a book. The clock is gaining at the rate of 2-10th seconds a day, and was four and a half seconds fast at the time of my visit. Just above it is the electric device by which the time-ball is worked. Having noted the day's error the Father in charge, stands by the clock with his finger on the switch, and at noon precisely sends the electric impulse that releases the time ball on the Bund. The clock has been working about twenty years.

A WONDERFUL INDICATOR.

Our next visit was to the hall of the main building. In a room facing the door there is an instrument that perhaps appeals more than any other to the lay mind, though the Fathers regard it rather as a toy. Suspended below a clock is a board on which is placed a sheet of ruled paper. The clockwork lowers this paper to the full extent in exactly a week. A series of pencils, each of which is attached to an electric coil, stands in front of this board. One of the pencils was marking a line on the paper every second, clicking backwards and forwards as it did so. It was recording the direction of the wind. Each point of the compass has its own pencil, and should the wind be between two of the points two pencils are set in motion. Another "moving finger" was writing in lines that only the initiated could read the force of the wind as recorded by the anemometer at the top of the tower. Yet another was following the vagaries of the barometer, and there were attachments for showing the readings of the thermometer and of the rain gauge. The use of the latter pencil has been discontinued here, because it is considered unscientific to take the rainfall from the roof. The present gauges are all in the grounds.

THE LIBRARY.

At the end of the hall is the library, a fine lofty room, the shelves of which are stocked with the publications of other observatories and scientific societies. On a blackboard bearing a rough map of the coast of China, a Brother has just traced the barometric readings as received by telegraph that morning. He is now at the telephone, taking down more readings that have just been received at the signal station on the Bund. The most prominent feature of the chart of the blackboard is the series of circles that show the position of a typhoon.

Were I to describe more instruments there would be fear of this article developing into a scientific catalogue. It must suffice to say that there are barometers innumerable in the observatory and grounds, thermometers in the sun, in the shade, above and below the ground and in a well, a sunshine recording instrument, an apparatus for receiving Uerzian waves and thus indicating the proximity of a thunderstorm. My visit concluded with the ascent of the clock tower. From the top there is a magnificent view; miles away I could see the Observatory of Zuhé, on a hill below, almost at my feet, the new cathedral, now building, was a hive of busy workers. The convent, the workshops, the schools lay close at hand, and above my head the anemometer was moving gently in the breeze. The large clock, a gift of a devout Catholic, gave out an angry buzz as it prepared to strike the hour. In the distance I could see the smoke of our great city, the river, and the forest of masts that belched the presence of its busy shipping. "You must come another day to see the workshops," said my kindly guide as we descended. "As I was about to bid him farewell a conch, mounted on a bicycle, rode up the drive. 'He has just taken in the morning chow,' said Father de Moidrey. 'This afternoon he will go in to Shanghai again with the daily bulletin and forecast.' And then we said farewell.—N. C. D. News.

REFORMS IN THE TWO KWANG.

THE NEW VICEROY'S PROPOSALS.

A well-authenticated despatch from Honan states that H.E. Chang-Jen-hon, the Viceroy of Liang Kwang, has forwarded three suggestions to the Throne about his policy before starting from Kai-fong-fu for Canton. These suggestions are as follows:—

- 1.—To select able and competent officials to be his subordinates to assist him in carrying out the principal reforms he intends to inaugurate.
- 2.—To improve the source of provincial revenue in order to ease the financial situation.
- 3.—To settle the disputes connected with the Canton-Hankow Railway in an amicable way for the purpose of enabling the Railway Company to start the work as soon as possible. Branch lines of this railway will be constructed first, in order to connect the line with the railways running to Fochu w, Kwangsi and Kiangsi.—*Shanghai Times*

MASONIC.

At the regular annual meeting of the "I. Andrew's Royal Arch Chapter, No. 218 S.C., the following officers were duly elected and installed for the ensuing year:—

M.E.Z., M.E.C., Tang Chee.

H.M.E.C., J. Smith, PZ.

J.M.E.C., H. Holey, PZ.

Scribe E., E.C., J. A. Tarrant, PZ.

N., E.C., H. B. Bridge, PZ.

Treasurer, E.C., A. Ritchie.

1st Sojourner, E.C., W. C. Logan.

2nd " E.C., G. Sim.

3rd " E.C., J. Clelland.

Chancellor, E.C., H. Lee.

Janitor, E.C., J. Vanstone.

The installation ceremony was beautifully conducted by M.E.C. A. O'D. Gourd, G.S.B., Supreme Grand Chapter of England, assisted by M.E.C. H. W. Wolfe and A. W. Hill.

CANTON DAY BY DAY.

MID-AUTUMN FESTIVALS.

[From Our Own Correspondent.]

Canton, 23rd September.

The mid-autumn festivals passed off quickly yesterday, the only noticeable features being the profuse display of flags, bunting and lanterns, which were lit up in the evening, and presented quite a picturesque scene from the roof of houses. The day was observed as a general holiday, and on account of the day being a Sunday several public institutions observed to-day as a general holiday instead. All the local native press kept the day as a holiday and there is no issue of newspapers to-day.

RICE SALE.

Owing to the fall in the price of rice, as the result of large imports from Annam and the removal of the prohibition of rice exportation from the various Yangtze ports, there at present seems to be no further need of carrying on the organized cheap disposal of rice to the public. The Authorities, not knowing whether the forthcoming crop of rice will turn out satisfactorily or otherwise, have telegraphed to the Kwangsi Governor to again enforce the prohibition of rice export from that province.

LIKIN COLLECTIONS.

The collection of likin for the 6th and 7th moons of the 18th period at Kowloon and Lappa is as follows:—Kowloon Taels 8,080.305 and Lappa Taels 5,752.230.

ROBBERY.

With reference to the robbery which took place at the Pak Sha Likin Station, in the district of Pok Lo, in the Wei-chow prefecture, the Military Bureau has ascertained that the guards attached to the said station were concerned in the affair and participated in the robbery. Three soldiers of that station have been arrested and brought up for trial.

ECHOES OF THE TYPHOON.

The authorities of the Likin Stations at Hou Lik and Luk Lau have reported to the Canton Livin Bureau that their respective stations have been blown down by the typhoon of the 14th instant and that over ten cargo boats in connection with these stations have been sunk.

OPIMUM MONOPOLIES.

The Shan Hou Chu has decided to take over the opium monopoly from the districts of Sani, Kung Po and the sub-districts of Sam Kong and Kum Lee, and has sent wuyuan to those places to make arrangements for running the firms. Thus the opium selling monopoly of the province is gradually coming under the control of the Shan Hou Chu.

THE NEW VICEROY.

H.E. Acting Viceroy, Wu Shang-lie, yesterday, ordered Brigadier-General Chang and the Kwangchow Prefect, Chan Mong-tsang, to proceed from the Provincial Treasurer's Yamen, where the Acting Viceroy has been carrying on his duty, to the Viceregal yamen, with the Viceregal seal of office and hand same over to the newly appointed Viceroy Chang Jen-chun of the Liang Kwang, who assumed charge of office from yesterday morning. In the afternoon the different officials proceeded to the Viceregal quarters to offer congratulations to their new Chief, upon his assumption of the administration. Acting Viceroy Wu will resume his duty as Provincial Treasurer on the 1st prox, if his request for an Imperial audience be not granted in the meantime.

Commander and admiral Chun Ping-chik, who came to Canton to pay his respects to the newly appointed Viceroy, yesterday returned to his headquarters at the Boca Tigris.

THE HONGKONG TRAGEDY.

It appears that the Indian who was arrested early yesterday morning, reports the *N. C. D. News* of 21st inst., lives two doors away from the house in which the tragedy occurred and inquiries made on the spot disclosed the fact that he had some knowledge of the occurrence. At the police station, however, he made statements, highly improbable that they appeared at first, which led to his own release and the arrest of a woman named Minna Meda at Yangtsepo early in the forenoon by Det. Insp. McDowell and another foreign detective. The woman was at once formally charged and taken before the Austro-Hungarian Consular Court, where Herr Kober, Vice-Consul, conducted a preliminary hearing, which lasted all the morning and the greater part of the afternoon. The evidence of the Indian and several other witnesses was taken, but the hearing was conducted in camera. At the conclusion of the case the accused was remanded in custody; the proceedings will be resumed the morning at 9.0 o'clock, again in camera.

BULL-TERRIERS ATTACK A POLICEMAN.

CASE CONCLUDED.

The case in which Indian police constable 808 summoned the proprietor of the Yee Yin gardens, Wong-nei-chong, for permitting ferocious dogs to be at large unmuzzled was concluded at the Police Court, this forenoon. The prosecutor gave evidence to the effect that while passing the accused's gardens, on duty one morning last week, he was attacked by two dogs. Witness exhibited a mark on his leg and a pair of torn pants as evidence. Mr. Melbourne:—What kind of dogs were they?

Witness:—Brown dogs. What breed?—I don't know. They have very bad faces—and long teeth. (Laughter). Inspector Goursley explained that the dogs were bull-terriers.

Accused stated that one afternoon last week the Indian policeman called at his shed. His dogs were about and started barking. He asked complainant what he wanted. "A drink," was the reply. Accused said he could not supply him with any, and the policeman went away. The same afternoon he returned with an Indian sergeant, who asked accused if he had a licence for the dogs. Accused had. Next day he was served with a summons. His Worship discharged the case.

To-day's Advertisements.

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE.

INCREASE OF CAPITAL.

SHAREHOLDERS are reminded that the SECOND and FINAL CALL of £15 Sterling per share on the NEW ISSUE OF SHARES will be payable on the 1st October next.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.
J. R. M. SMITH,
Chief Manager.
Hongkong, 24th September, 1907. [859]

FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship

"ARRATOON APCAR."

Captain A. Stewart, will be despatched for the above ports, on TUESDAY, the 1st proximo, at daylight.

This Steamer has Superior Accommodation for Passengers and is insulated throughout with Electric Light and carries a duly certified Doctor.

For Freight or Passage, apply to
DAVID SASSOON & Co., LIMITED,
Agents.
H. K. 24th September, 1907. [860]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

ON

THURSDAY,

the 26th September, 1907, at 11 A.M., at their Sales Rooms, No. 8, Des Vieux Road, corner of Ice House Street,

6 Cases PETIT POIS,

AND

24 Cases SOAPS.

TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 24th September, 1907. [862]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

ON

SATURDAY,

the 28th September, 1907, at 2.30 P.M., at their Sales Rooms, No. 8, Des Vieux Road, corner of Ice House Street,

A QUANTITY OF
SUNDRY GOLD & SILVER JEWELRY,

Comprising:—
DIAMOND, RUBY, EMERALD, SAPPHIRE AND OPAL RINGS, GOLD CHAINS AND BRACELETS, DIAMOND LOCKETS, GOLD EARRINGS, GOLD CHRONOMETERS, SILVER SPOONS, FORKS, &c.

ALSO
SUNDRY HOUSEHOLD FURNITURE.

Catalogues will be issued.

On view on Friday.

TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 24th September, 1907. [861]

NORDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"KLEIST" having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before TUESDAY, the 24th of September, at 5 P.M.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st of October will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st of October at 9.30 A.M.

All Claims must reach us before the 5th of October, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD.
MELCHERS & Co.,
Agents.

Hongkong, 24th September, 1907. [1]

THE BURNING OF THE "TAPOO MA O."

A telegram was received here yesterday, says the *N. C. D. News* of 21st inst., by Messrs. Gibb, Livingston & Co., from Mr. Peterson, Assistant Lloyd's Surveyor, who is at Chinkiang, as follows:—"The superstructure of the *Tafoo Maru* is burnt off over an extent of 150 feet. The hull is undamaged and the engines and boilers are all right. The vessel is fit to be towed to Shanghai and I recommend that this should be done."—The tow-boats *Fuhke* and *Samsu* were dispatched from Shanghai last night by the Shanghai Tug and Lighter Company to tow the hull of the *Tafoo Maru* to Shanghai, under the pilotage of Mr. J. Johns.

THE loss sustained by the Tokyo Fire Marine and Transport Insurance Company from the Hakodate fire has not been so heavy as was reported. We are informed by the company that the total amount insured with them in Hakodate was ¥1,028,723, including ¥135,168 for special insurance. Of this sum, ¥280,082 was reinsured, so that the actual loss to the company is ¥748,640, which is to be recovered, in part by the disposal of the salvage. As will be seen from the company's annual report, the reserve totalled the sum of ¥1,424,598, which will sufficiently cover the loss, leaving still a large balance in hand.

Intimations



THE
ROBINSON PIANO
CO., LD.

INVITE INSPECTION OF THEIR

BABY GRANDS



BY

STEINWAY,
HAAKE,
WINKELMANN,
&c., &c., &c.

Prices from \$750.

Hongkong, 22nd August, 1907. [83]

THE ORIGINAL
CANADIAN
CLUB
WHISKY.



PER CASE 12 BOTTLES...\$20.00

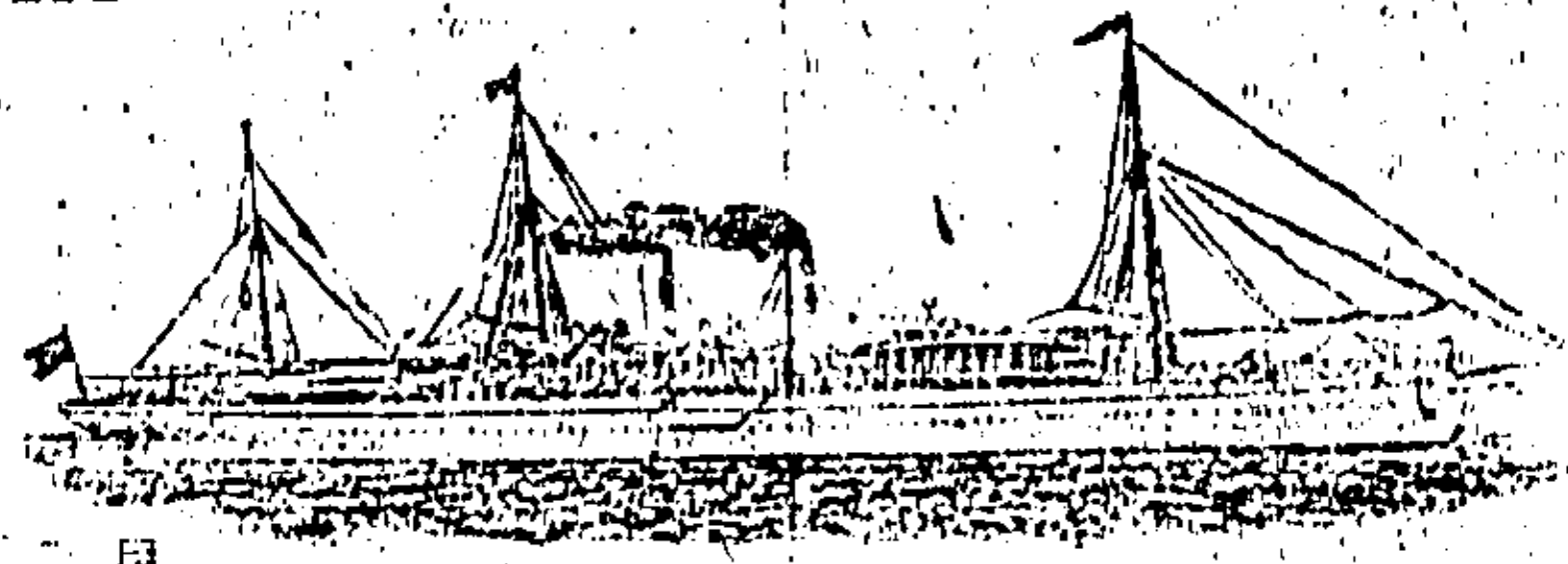
Beware of Counterfeits.

AGENTS:

H. PRICE & Co., Ltd.,
WINE AND SPIRIT MERCHANTS,
12, QUEEN'S ROAD CENTRAL,
Hongkong, 13th September, 1907. [14]

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days Ocean Travel.

11 Days YOKOHAMA to VANCOUVER. 18 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS.		(Subject to Alteration.)	
R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPEROR OF CHINA"	6,000	THURSDAY, Sept. 26th	Oct. 14th
"EMPEROR OF INDIA"	6,000	THURSDAY, Oct. 24th	Nov. 11th
"MONTEAGLE"	6,163	WEDNESDAY, Nov. 6th	Nov. 30th
"EMPEROR OF JAPAN"	6,000	THURSDAY, Nov. 21st	Dec. 9th
"EMPEROR OF CHINA"	6,000	THURSDAY, Dec. 19th	Jan. 6th

"EMPEROR" steamers will depart from Hongkong at 4 P.M.
Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., and at QUEBEC, with the Company's New Fastest "EMPEROR" Steamships, 14,500 tons register. The through route to LIVERPOOL being 22 days, from YOKOHAMA, and 39 days from HONGKONG.

First-class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent. R.M.S. "EMPEROR" carries "Intermediate" passengers only, at Intermediate rates, affording superior accommodation for that class. Passengers booked through to all ports and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

INDO-CHINA STEAM NAVIGATION CO., LD.

For	Steamship	On
MANILA	LOONGSANG	FRIDAY, 27th Sept., 4 P.M.
YOKKAICHI & MOJI	ONSANG	FRIDAY, 27th Sept., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	MAUSANG	SATURDAY, 28th Sept., 3 P.M.
SANDAKAN	MAUSANG	SATURDAY, 28th Sept., 4 P.M.
SHANGHAI VIA NINGPO	MAUSANG	SATURDAY, 28th Sept., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	LAISANG	TUESDAY, 1st Oct., 3 P.M.

REDUCED FARES TO STRAITS & CALCUTTA. Hongkong to Singapore 1st Class 5/6, Return 10/0. Penang 8/6, Return 16/0. Calcutta 16/6, Return 32/0. These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light. Taking Cargo on through Bills of Lading to China, Tientsin, Newchwang and Yangtze Ports. Taking Cargo on through Bills of Lading to Kuddat, Lahad, Datin, Simporna, Tawan, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LD., General Managers.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
HONGKONG and HAIPHONG	"HILU"	25th Sept., daylight.
AMOI, SHANGHAI & CHINKIANG	"KANSU"	25th " " 4 P.M.
CEBU and ILOILO	"KALBO"	25th " " 4 P.M.
SWATOW & SHANGHAI	"YOHOW"	26th " " daylight.
PAKHOI & HAIPHONG	"KWA GSE"	26th " " daylight.
SWATOW & SHANGHAI	"TAN"	29th " " 4 P.M.
MANILA	"HUICHU"	1st Oct., 4 P.M.
CHIEFOO & TIENTSIN	"KUKUANG"	3rd " " "
SWATOW & SHANGHAI	"NANCHANG"	6th " " daylight.
CHIEFOO & NEWCHWANG	"CHANGSHA"	10th " " 4 P.M.
MANILA, ZAMBANGA & COLONIE	"CHINGTU"	10th " " "
YOKOHAMA & KOBE	"SHAOHING"	11th " " "
SWATOW & SHANGHAI	"SHAOHING"	11th " " "

The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried. Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports. For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon midships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Date
RUHI	1540	Almond	MANILA	SATURDAY, 28th Sept., 1907.
ZAFIRO	1540	Fraser	"	SATURDAY, 5th Oct., 1907.

For Freight or Passage, apply to SHEWAN TOMES & CO., GENERAL MANAGERS.

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL. (With Liberty to Call at the Malabar Coast).

Steamship "OCEAN MONARCH" On the 2nd November, 1907. For Freight and further information, apply to SHEWAN, TOMES & CO., General Agents.

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.



159 Ocean Steamers

with

912,000

Br. Reg. Tons.

PASSENGER SERVICE.

RHENANIA—HAMBURG—HOHENSTAUFEN—SILESIA—SCANDIA.

HIGHEST COMFORT, ONLY LOWER BERTHS.

Laundry on board, Doctor, Stewardesses carried.

Ports of call: NAPLES, PLYMOUTH, HAVRE, HAMBURG.

NEXT SAILINGS FROM HONGKONG.

Outward.

Homeward.

HOHENSTAUFEN	1st Oct.	RHENANIA	2nd Oct.
SILESIA	2nd Nov.	HOHENSTAUFEN	30th Oct.

Hongkong, 2nd September, 1907.

FOR DALNY.

THE Steamship "KARONGA" will be despatched for the above Port, on THURSDAY, the 26th inst. For Freight, apply to SHEWAN, TOMES & Co., Agents. Hongkong, 24th September, 1907.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at Timor, Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.) THE Steamship "ALDENHAM," Captain St. John George, will be despatched as above, on SATURDAY, the 28th inst., at Noon. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. The Steamer is installed throughout with the Electric Light. A Stewardess and a duly qualified Surgeon are carried. N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms. For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents. Hongkong, 5th September, 1907.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA, VIA MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing
Sumner	6,235	W. Shotton	15th Oct.
Kühni	6,232	D. Baird	25th Oct.
Shawmut	9,665	E. V. Roberts	6th Nov.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. *Shawmut* and *Tremont* are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam-laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA. For further information, apply to DODWELL & CO., LIMITED, General Agents. Queen's Buildings, Hongkong, 20th September, 1907.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, CALLAO AND IQUIQUE via JAPAN PORTS (KARATSU, KOBE AND YOKOHAMA).

With option to call at MEXICAN and other Coast ports. Steamers Capt. Tons To sail KASATO MARU, D. Mori, 6,100 TUESDAY, Oct. 8, Noon. KATHERINE PARK, 5,000 About End of Nov.

Taking Freight and Passengers to other Eastern and Western Coast ports of South America in connection with Steamers of the Pacific S. N. Co. For further information as to Freight and Passage, apply to K. MATSUDA, Manager, York Building, Hongkong, 24th September, 1907.

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship "YARRA," Captain Seller, will be despatched for the above Ports, on or about MONDAY, the 30th September. For Freight or Passage, apply to G. DE CHAMPEAUX, Agent. Hongkong, 23rd September, 1907.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL. (With Liberty to Call at Malabar Coast.) PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK. S.S. "SIKH" 5th Oct. S.S. "MUNCASTER CASTLE" 26th Oct.

This steamer has excellent Saloon Accommodation for First-class Passengers at moderate rates. For Freight and further information, apply to DODWELL & CO., LIMITED, Agents. Hongkong, 13th September, 1907.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers "KWONG TUNG" Capt. H. W. WALKER. "KWONG SAI" Capt. E. S. CROWE. Leave Hongkong for Canton at 9 every evening, (Saturday excepted). Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted). These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins. Passage Fare—Single Journey \$4. Meals \$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office. YUEN ON S.S. CO., LD., and SHIU ON S.S. CO., LD., No. 8, Queen's Road West. Hongkong, 3rd July, 1907.

Intimations.

THE HONGKONG STUDIO

HIGHER CLASS PHOTOGRAPHER, 41 & 43 QUEEN'S ROAD CENTRAL, TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes. LARGE SELECTION OF VIEWS ALWAYS ON HAND. PRICE VERY MODERATE. Hongkong, 15th September, 1907.

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK. Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones. Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required. The Superioresse will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters. Hongkong, 22nd April, 1898.

WEATHER-FORCASTS AND STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here.

- 1. A CONE point upwards indicates a Typhoon to the North of the Colony.
- 2. A CONE point upwards and 1/2 UM below indicates a Typhoon to the North-East of the Colony.
- 3. A DRUM indicates a Typhoon to the East of the Colony.
- 4. A CONE point downwards and 1/2 UM below indicates a Typhoon to the South-East of the Colony.
- 5. A CONE point downwards indicates a Typhoon to the South of the Colony.
- 6. A CONE point downwards and BALL below indicates a Typhoon to the South-West of the Colony.
- 7. A BALL indicates a Typhoon to the West of the Colony.
- 8. A CONE point upwards and BALL below indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Cap. Reck. Aberdeen. Waglan. Sai Ki Wan. Stanley. Sai Kung. Cape Collinson. Sha Tau Kok. Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal, from the Light houses.

F. G. FROG, Director. 15th July, 1907.

THE BRITISH POST OFFICE AT TIENTSIN.

As we briefly announced a few days ago, the Hongkong authorities have decided to close the British Post Office at Tientsin at the end of this month. The *Peking and Tientsin Times* describes this decision as "not only inconvenient to the community, but a serious financial loss to the community." It asserts that if the proposal is carried through, it will mean that private and business mail matter which for the past year has come to port under the penny postal regulations will, for three months come to the recipients "surcharged to the hilt with both the foreign and domestic rates of the Chinese Imperial Post, doubled by penalty." The same paper understands that the local branch of the China Association and the Chamber of Commerce are taking the matter up warmly. Representations are said to have been made to the British Minister and also to the Hongkong office. Our Northern neighbours have our sympathy, and we hope that their representations will end in the rescinding of the order. We believe it would be false economy to close the Post Office at Tientsin while so many less important ports continue to enjoy the facilities which the presence of a local branch of the British Post Office brings. The importance of a cheap, efficient and regular mail service to a commercial community cannot be over-estimated, and the port which has the second largest foreign commercial community in China is certainly entitled to consideration.—N. C. D. News.

"THE FOREIGN COMMUNITY AS SEEN FROM BEHIND"

JAPANESE JOURNALIST ON THE PROWL.

It is somewhat surprising to find a journal of the reputation and standing of the *Osaka Asahi* filling its columns with what amounts to nothing less than the abuse of the foreign residents of Kobe. Under the above heading one of the staff of our Osaka contemporary has set out to "expose" the life of the foreigners who are fortunate or unfortunate enough to find themselves domiciled in what is known to the rest of the world as "polite," "happy" and/or "sunny" Japan. The vituperations of the Japanese scribe are funny were it not for the impression such reading is likely to have upon the lower and more ignorant classes who will doubtless peruse the series of articles with avidity; and, with the treatment of the Japanese on the Pacific Coast in mind—treatment which none deplore more than the foreign residents in Japan—they are likely to utilize it to the full, for foreigners are frequently subjected to insults from coolies and such people, and this kind of writing encourages them.

The writer begins by describing the port of Kobe as the entrance-way to Japan; but the place of origin of *Kakarra* taste and the "deplorable customs of civilisation." Whether Kobe deserves the title of the gateway of Japan is more than the writer cares to say, but he asks: "Just imagine what will become of Kobe when 400 foreign firms and 3,000 foreign merchants (sic) have been taken away from the port? (It will be seen that the writer has made up his mind that the foreigners are to be "taken away.") Will not the reality of Kobe, being the entrance-way of Japan be then extremely doubtful? Gratifying as it is to know that Kobe is the most prominent foreign trade port in the Kwansai district, it is just as displeasing to know that the majority of the trade is carried on by foreigners.

Kobe is an inlet for the irregular foreign state; the strong foreign odour that emits from the port being nauseating to the average Japanese. The correspondent goes on to lift the veil from what he describes as the dark side of Kobe—the foreign settlement. He talks of the "imported gentlemen and ladies who are seen walking about with an air of superiority as if Kobe belonged to themselves." He also refers to the "hypocrite *Kakarra* people"—apparently alluding to the foreigners' servants.

According to our translation, among the foreign community of Kobe are being practised "Despised flattery and fraud, strong superstition, corruption and degradation in an unusual manner, astonishing dissipation and immoral, ignominious, inhuman brutal acts." One shudders to think of the awful surroundings in which we live! And the worst of it is, as the correspondent adds: "Much about them is unknown even to the Kobe people." "In America, which is indiscriminately worshipped by a section of the Japanese," he proceeds, "the habit of revering women has been developed to excess—indeed, to such an extent that the husband has no right to demand fidelity from his wife." The insinuation is obvious. By such forced and foolish statements the writer seeks to show that the morals of the foreigners as a body are such as cannot compare with his own and those of his readers, and he relates certain interviews with Japanese people of the lowest class in Kobe to prove his statements, and also refers in modest terms to the blunders which he endured on hearing the revelations. Having tarred all foreigners with the same brush, this very virtuous correspondent admits that even among foreign residents of an open port there are "a few exceptions." There are found some sober, honest and upright gentlemen, who can be regarded as the model of what a gentleman should be. But he urges—as many have often urged before—that one cannot judge by appearances. He is of opinion that the foreign community of Kobe is very, very bad; and, as we have said, his article would be distinctly humorous were it not for the anti-foreign feeling it is apparently intended to engender amongst a certain class of Japanese. We thought the *Asahi* was above this kind of thing.—*Japan Chronicle*.

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the *Hongkong Telegraph*, and they are warned against paying more than TEN CENTS (10 cts.) per Single Copy.

THE MANAGER, Hongkong Telegraph Co., Ltd. Hongkong, 24th September, 1907.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION, BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation (new)	80,000	\$125	\$125	\$1,000,000	\$1,797,167	{ £1.15/- for 1 year ending 30.6.07 @ ex } 2 3/16 = \$16.04	5 %	\$44 5 ex new is. \$0.01 new issue London £77.10/- ex new issue London £60.10/- n. issue first call \$51
National Bank of China, Limited	60,925	£7	£6	{ £12,735 } \$302,000	\$71,253	\$2 (London 3/6) for 1907	7 1/2 %	\$27 1/2
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,675,000 } \$200,000	\$233,638	\$20 for 1905	7 1/2 %	\$27 1/2
North China Insurance Company, Limited	10,000	£15	£5	{ £110,000 } Tls. 100,000	Tls. 185,549	Interim of 7/6 for account 1906 @ ex 2/10 11, 16 per tael	6 %	Tls. 77 1/2 sellers
Union Insurance Society of Canton, Limited	2,400	\$250	\$100	{ \$3,000,000 } £70,000	\$1,460.40	{ Final of \$12 making \$42 for 1905 and } interim of 13 1/2 for 1906	5 1/2 %	\$70 1/2 buyers
Yankee Insurance Association, Limited	2,000	\$100	\$60	{ £125,127 } \$8,763	\$461,467	\$1 for year ending 31.12. 5	7 %	\$170 sellers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	70,000	\$100	\$20	{ \$1,000,000 } \$80,000	\$362,980	\$8 (and bonus \$2 for 1905)	9 1/2 %	\$86
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,250,000 } \$15,517	\$435,236	\$40 for 1905	13 %	\$310 sales
SHIPPING.								
China and Manila Steamship Company, Limited	10,000	\$25	\$25	{ \$7,000 } £264,038	\$365	\$1 for 1906	6 1/2 %	\$15 buyers
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$1,000,000 } \$93,552	Nil.	\$2 1/2 for year ending 30. 1906	6 %	\$41 1/2 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$1,200,000 } £86,989	\$27,101	\$1 for 1st half-year ending 30.6.07	7 1/2 %	\$27 1/2
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	{ £60,000 } £270,000	£3,694	\$1 for 1906 @ ex 2 1/2 = \$2.14 per share	3 1/2 %	{ \$21 } { \$29 }
Shanghai Tug and Lighter Company, Limited (Preference)	700,000	Tls. 50	Tls. 50	{ Tls. 54,372 } £13,327	Tls. 13,327	Interim of Tls. 1 1/2 for account 1907	11 1/2 %	Tls. 47 1/2 sellers
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	{ £1,000,000 } £1,871	£12,379	Interim of 1/- (Coupon No. 8 for a/c 1907	4 1/2 %	Tls. 48 1/2 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ \$10,000 } £32,957	\$137	{ \$1.00 } { \$0.50 } for year ending 30.4.1907	{ 5 % } { 5 % }	\$20 buyers \$10 buyers
Taku Tug and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	{ Tls. 419,000 } £62,000	£8,730	Final of Tls. 2 making Tls. 6 for 1906	12 1/2 %	Tls. 48 sales
REFINERIES.								
China Sugar Refining Company, Limited	70,000	\$100	\$100	{ \$450,000 } none	£9,218	\$8 for year ending 31.12.06	8 1/2 %	£98
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	{ \$100,000 } none	Tls. 8,935	\$1 for 1907	4 1/2 %	\$21
Yarak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 100,000 } none	Tls. 8,935	Tls. 4 (8 %) for year ending 31.8.06	4 1/2 %	Tls. 90 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ £110,000 } £26,011	£12,546	Interim of 1/6 for a/c year ending 28.2.07	4 %	Tls. 15 1/2 buyers
Ranch Australian Gold Mining Company, Limited	150,000	£1	£1	{ £10,000 } £4,873	£11,318	No. 12 of 1/- = 48 cents	...	£8 1/2 buyers
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	{ \$4,124 } none	\$10,335	\$1.75 for year ending 31.12.06	10 1/2 %	\$17
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	{ \$200,000 } £23,152	£3,047	Interim of \$2 for six months ending June 30th 1907	6 %	£67 1/2
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ \$100,000 } £100,000	\$491,580	\$4 for 1st half-year ending June 30th, 1907	7 1/2 %	\$103
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	{ Tls. 1,000,000 } £1,000,000	Tls. 10,459	Tls. 3 for year ending 30th April 1907	4 %	Tls. 78
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	{ Tls. 487,110 } £19,100	Tls. 23,117	Interim of Tls. 8 for account 1907	8 %	Tls. 2 1/2 sellers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ Tls. 15,000 } £10,908	Tls. 3,388	Tls. 6 for 14 1/2 months ending 28.2.07	6 %	Tls. 103
Astor House Hotel Company, Limited (Shanghai)	10,000	\$25	\$25	{ \$20,000 } £1,000	£10,908	\$2 1/2 for year ending 30.6.07	9 1/2 %	£23 buyers
Central Stores, Limited	50,123	\$15	\$15	{ \$1,000 } £29,178	£1,000	\$1.80 for 1906	12 %	\$14 1/2
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$60,000 } £30,975	£10,925	\$4 for 1st half-year ending 30.6.07	10 1/2 %	\$95 buyers
Hongkong Land Investment and Agency Co., Ltd.	10,000	\$100	\$100	{ \$200,000 } £200,000	\$56,218	Interim of \$3 1/2 for half-year ending 30.6.07	7 1/2 %	\$95 sales
Humphreys Estate & Finance Company, Limited	100,000	\$10	\$10	{ \$200,000 } £100,000	\$11,567	80 cents for 1906	7 1/2 %	\$10 1/2 and b.
Kowloon Land and Building Company, Limited	7,000	\$50	\$50	{ \$100,000 } none	\$1,089	\$2 1/2 for 1906	7 %	\$36
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	{ Tls. 869,493 } £170,000	Tls. 61,978	Interim of Tls. 3 for account 1907	7 1/2 %	Tls. 102 buyers
West Point Building Company, Limited	12,500	\$50	\$50	{ \$100,000 } none	\$1,519	Interim of \$2 for half year ending June 30th	8 1/2 %	£48
COTTON MILLS.								
Fwo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 150,000 } £15,000	Tls. 64,986	Tls. 10 for year ended 31.10.1906	15 1/2 %	Tls. 65 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	135,000	Tls. 50	Tls. 50	{ Tls. 45,939 } £10,000	£14,169	50 cents for year ending 31.7.07	4 1/2 %	\$10 1/2
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 150,000 } none	Tls. 36,211	Tls. 6 for year ended 30.9.06 (8 %)	11 1/2 %	Tls. 53
Lau-kung-mow Cotton Spinning and Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ Tls. 31,469 } none	Tls. 31,469	Tls. 6 for 1906	8 1/2 %	Tls. 90 sellers
Soy Chee Cotton Spinning Company, Limited	7,000	Tls. 500	Tls. 500	{ Tls. 28,357 } none	Tls. 50,663	Tls. 50 for 1906	17 1/2 %	Tls. 290 sellers
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	£12 1/2	£12 1/2	{ £1,299 } £938	£938	1 1/3 per share for 1906	9 %	£61
Campbell, Moore & Co., Limited	1,200	\$10	\$10	{ \$10,000 } £1,000	£1,000	\$3 for 1905	...	\$20 sellers
China-Borneo Company, Limited	60,000	\$12	\$12	{ \$12,000 } none	£653	\$1 for 1904	...	\$91
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	{ Tls. 50,000 } £10,000	Tls. 889	Final of Tls. 5 making Tls. 10 for 1905	...	Tls. 58 sellers
China Light and Power Company, Limited	10,000	\$10	\$10	{ \$10,000 } £1,000	£1,000	60 cents for year ending 31.12.05	...	16 buyers
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	{ \$100,000 } £10,000	£18,55	80 cents for 1906	9 %	\$9
Dairy Farm Company, Limited	25,000	\$7 1/2	\$7 1/2	{ \$18,750 } £18,750	\$2,555	\$1.50 for year ending 31.12.1906	7 1/2 %	\$17 buyers
Green Island Cement Company, Limited	400,000	\$10	\$10	{ \$4,000,000 } £18,000	£18,000	Interim of 50 cents per share for a/c 1907	9 %	\$11
Hall & Holtz, Limited	21,000	\$20	\$20	{ \$42,000 } £18,000	£18,000	\$2 1/2 for year ending 28.2.07	12 1/2 %	\$10 sales
Hongkong Electric Company, Limited	50,000	\$10	\$10	{ \$500,000 } £10,000	£2,933	11 per share for year ending 28.2.07	7 1/2 %	\$14 and b.
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$125,000 } £10,000	£4,361	Interim of \$4 for 1 year ending June 30th 07	9 1/2 %	\$240
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	{ \$500,000 } £10,000	£4,212	Interim of 80 cents per share for a/c 1907	8 %	\$25 buyers
Matschappij tot Rijp. Bosch en Landbouw (plantatie in Langkat, Limited)	25,000	Gs. 100	Gs. 100	{ Tls. 547,500 } £10,000	Tls. 10,374	Third interim of Tls. 7 1/2 making Tls. 22 1/2	8 1/2 %	Tls. 340 sellers
Peak Tramways Company, Limited	25,000	\$10	\$10	{ \$250,000 } £10,000	£10,374	for a/c 1907	8 1/2 %	\$12 buyers
Peak Tramways Company (new)	50,000	\$10	\$10	{ \$500,000 } none	£2,655	5 p. sh. or period 1919 Oct. to 30th Apr. 07	...	\$1.90
Philippine Company, Limited	67,500	\$10	\$10	{ \$675,000 } none	£10,374	None	...	\$5 buyers
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	{ Tls. 100,000 } £10,000	Tls. 7,990	Interim of Tls. 3 1/2 for account 1907	7 1/2 %	Tls. 107 1/2
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	{ Tls. 67,323 } £10,000	Tls. 9,751	Tls. 4 for 1905	...	Tls. 32 buyers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	{ Tls. 450,000 } £10,000	Tls. 3,354	Final of Tls. 5 and Tls. 10 for 1906	...	Tls. 66 buyers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 24,820 } £10,000	Tls. 7,843	Interim of Tls. 5 for a/c 1907	8 1/2 %	Tls. 116
Shanghai Waterworks Company, Limited	8,175	£20	£20	{ £190,000 } £10,000	Tls. 85,992	Interim of 15/- for account 1907	...	Tls. 310 buyers
South China Muring Post, Limited	7,200	£20	£20	{ £140,000 } £10,000	Tls. 85,992	Interim of 11/- for account 1907	...	Tls. 280 buyers
Steam Laundry Company, Limited	20,000	\$5	\$5	{ \$100,000 } none	£4,78	None	...	\$6
Tientsin Waterworks Company, Limited	7,000	Tls. 100	Tls. 100	{ Tls. 15,295 } £10,000	Tls. 201	40 cents for year ending 31.5.17	4 1/2 %	Tls. 97
Union Waterboat Company, Limited	50,000	\$10	\$10	{ \$500,000 } none	£349	Tls. 6 1/2 for year ending 30.4.07	...	\$12
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	{ \$100,000 } £10,000	£1,365	80 cents on 9,000 ord. shares and 11.8 on 100 Founders shares for 1906	8 %	\$10
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	{ \$900,000 } £10,000	£5,482	Final of 40 cents per share making 80 cents for year ending 31.12.07	7 1/2 %	\$11 sellers
William Powell, Limited	15,000	\$10	\$10	{ \$150,000 } £10,000	£182	Final of 30 cts. making 80 cts. for the year ended 30th June, 1907	10 %	\$8

* These shares are entitled to half of the profits.

Mails.

MESSAGERIES MARITIMES
FRENCH MAIL STEAMERS.STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, AUSTRALIA,
ADEN, EGYPT, MAR,
SEILLES, LONDON,
HAYR, BORDEAUX, MEDITERRANEAN AND
BLACK SEA PORTS.The S.S. "AUSTRALIAN,"
Captain Veron, will be despatched for
ARSEILLES on TUESDAY, the 1st
October, at 1 P.M.
Passage tickets and through Bills of Lading
issued for above ports, and for Australia with
prompt transshipment at Colombo.
Cargo also booked for principal places in
Europe.Next sailings will be as follows:—
S.S. NARA 15th Oct.
S.S. YARA 29th Oct.
S.S. ERNEST SIMONS 12th Nov.
S.S. TOLEMAIS 20th Nov.
S.S. POLYESTER 20th Dec.
S.S. TOURANE 21st Dec.
G. DE CHAMPEAUX,
Agent.

Hongkong, 18th September, 1907. [10]

THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK.
(With liberty to call at the Malabar Coast).
THE Steamship"HEADLEY,"
will be despatched for the above Port, on
or about SATURDAY, the 19th October.
For Freight, apply to
ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, 16th September, 1907. [13]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN and SOUTH AFRICAN PORTS.)

THE Steamship

"DELTA,"

Captain C. L. Daniel, carrying His Majesty's
Mails, will be despatched from this for
BOMBAY, &c., on SATURDAY, the 5th
October, at Noon, taking Passengers and
Cargo for the above Ports, in connection with
the Company's S.S. Victoria, 6,500 tons, from
Colombo, Passengers' accommodation in which
vessel is secured before departure from Hong-
kong.Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement)
will be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London, other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. Persia
due in London on 16th November, 1907.Parcels will be received at this Office until
4 P.M. the day before sailing. The Contents
and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.
Hongkong, 21st September, 1907. [1]

Intimations.

ACHEE & CO.

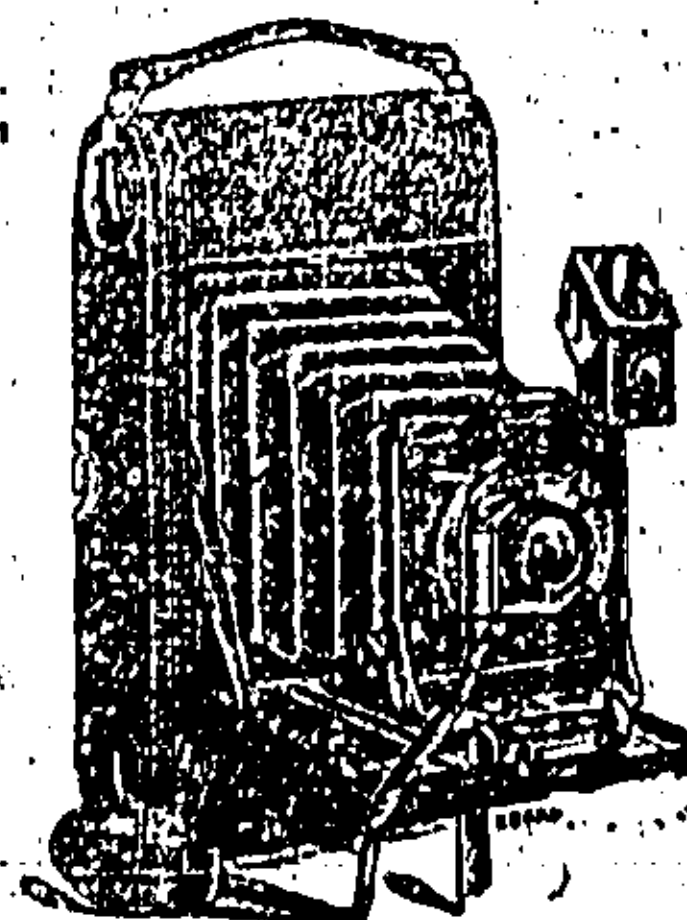
ESTABLISHED 1859.

FURNITURE.

GENERAL HOUSEHOLD

REQUISITES.

&c. &c. &c.



DEPOT

FOR

EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION.

Hongkong, 16th May, 1907. [14]

The Whisky of Great Age

DEWAR'S

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John Dewar & Sons Ltd

Imperial Institute

John Dewar & Sons Ltd

Sole Agents. BUMANN & BERBLINGER.

16, 16 & 17, Connaught Road Central.

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